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Commuters lose the blues with Reading's **Blue Fleet** of rebuilt cars . . . . . p. 22

April 5, 1965
RAILWAY AGE WEEKLY

PENN-CENTRAL

With a favorable examiners' report, the merger is over its first big hurdle. Major condition: Takeover of New Haven freight service.

p. 15

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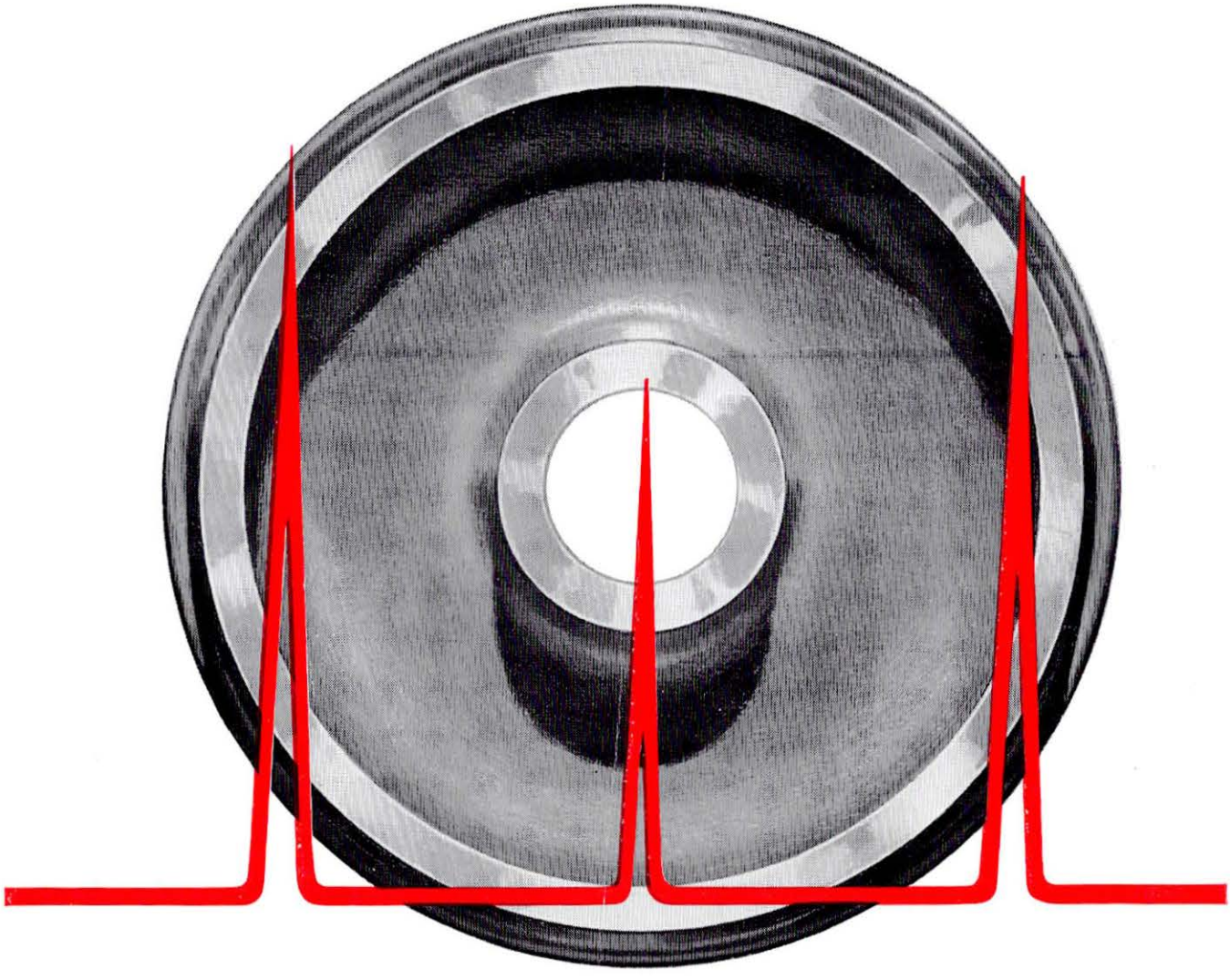

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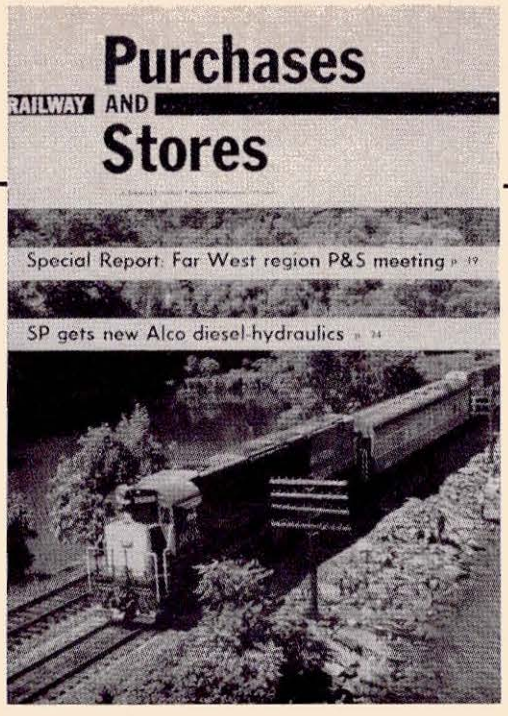

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LUTHER S. MILLER, Executive Editor

Managing Editor.....Fred C. Miles
Traffic-Transportation.....G. C. Hudson
News Editor.....Edward F. Donlon
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C. L. Combes F. N. Houser
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Director of Research.....H. B. Bolander
Librarian.....Edith C. Stone
Production.....Joseph F. Kurzban

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GUS WELTY Senior Editor
Mechanical.....Norman E. Gillespie
Engineering
M. H. Dick R. E. Dove
Signaling & Communications
Robert W. McKnight
Purchases & Stores.....Philip Van Pelt
Editorial Assistant.....Wanda Brown

• Washington, D. C. 20004, National Press Bldg.
Washington Editor.....Walter J. Taft

• London, W. C. 2, England, 4, Talbot House; 98 St. Martin's Lane
International Editor.....Geoffrey Wilson

•

JOE W. KIZZIA, Consulting Editor
GEORGE DUSENBURY, Editorial Director

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RAILWAY AGE WEEK AT A GLANCE

April 5, 1965 • Vol. 158, No. 14

PENN-CENTRAL

Merger gets examiners' approval

Major condition: Takeover of NH freight service **p.15**

Labor: Doc Wolfe takes stock

Looking back over recent events, the railroads' chief negotiator feels that everyone concerned has come out ahead. **p.11**

Commuter cars get new look on the Reading

The road's Blue Fleet, 38 cars completely renovated for about $1,330,000, will soon be going into service **p.22**

Bay Area to open test track

The first laboratory rapid transit car will make a run over the California track next week. **p.26**

Mergers: Western roads spar

There's renewed scrapping in the West over unification proposals involving Rock Island, C&EI and CSS&SB. **p.36**

The Action Page—Spotlight on Roads Bureau

The Bureau of Public Roads soon can bring some logic into the federal government's dealing with transport **p.38**

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SHORT AND SIGNIFICANT

Loomis: The 'great society' will arrive by train

Any "great society," says AAR President Daniel P. Loomis, requires great railroads—and the industry is driving toward this goal on five key fronts: (1) Customer-oriented services; (2) technological change; (3) revision of its price structure; (4) modernization of work practices; and (5) the spreading merger movement. Addressing a business conference at Rutgers University April 1, Loomis expressed confidence that the railroads will achieve the goal. But he warned that the outcome "will be heavily influenced by how much help truck and barge operators can count on getting from government in more and more superhighways and waterway improvement projects." He left his audience this promise: "If all of us—including public officials—do our jobs well, then perhaps we'll be able to stand along trackside some time in years to come and see 'the great society' finally come into view in all its wondrous aspects, rolling in on the railroads."

●

Hutchinson quits ICC

Commissioner Everett Hutchinson resigned from the ICC, effective March 31. He had been a member of the Commission for 10 years and his present term would have expired at the end of this year. He is expected to head the National Association of Motor Bus Owners.

●

Noted editor calls for transport innovations

"Our most urgent metropolitan problem," Christian Science Monitor Editor Erwin Canham told 600 Northeastern University business and economics students in Boston, "is the rescue of mass transportation. Satisfactory economic growth depends upon it." The world-famous editor said transit systems must be extended out to where people live, they must be convenient, attractive, comfortable, efficient. Of railroads he had this to say: "Obviously they need consolidation, with uneconomic schedules lopped off, debt structures revised, work practices reformed, new and more attractive facilities and services added. Mass transportation," he concluded, "must be rescued by far-reaching innovations."

●

Pennsylvania to test tank-car giants

Two 150-ton tank cars are being designed to enable the Pennsylvania to transport chemicals and other bulk liquids over long distances on fast schedules "with an economy and efficiency not now achieved by any form of transportation." These 37,000-gallon cars with six-wheel trucks are the result of market research which showed the competitive possibilities in movements—at low rates—of bulk liquids, traffic long vulnerable to water transport. A. J. Greenough, PRR president, says his road is not entering the tank-car business, either as a builder or owner, but is carrying out the experiments to encourage private companies to extend the principles to their fleets. Builders of two prototype cars, to be in service late this year, have not been announced.

●

Teeth pulled from another state crew law

A Nevada court has handed down a ruling which will permit railroads operating in the state to begin eliminating firemen on diesels. The case, a year in the making, went from county court to supreme court and back to county court before railroads got the decision that the law applies only to firemen on steam locomotives. About two years ago, the Nevada legislature granted partial repeal of the statute, as it applied to brakemen.

MONDAY MORNING REPORT

Detour ahead for the big-truck backers

It takes courage—if you're a politician and have the average respect for getting re-elected—to come up to bat against the powerful motor-carrier lobby. But the governor of one of the nation's first-rank industrial states (a young man, who presumably has ambitions) has done just that. His name is Otto Kerner, he's the governor of Illinois, and he's on record against the state legislature's increasing truck weight or size limits.

'Appropriate concerns': An Illinois definition

Gov. Kerner has a rather forthright view of his duties, as well as those of the director of the state Department of Public Works and Buildings. These two officers, says the governor, "believe it is far more appropriate for them to be concerned about (1) the safety of the millions of highway users, and (2) the preservation of the values of the enormous public investment in the highway system than in assisting those comparatively few individuals and commercial enterprises in realizing the last margin of profit that can be gained from the busineses they are conducting on the public highway system." (When the governor says "comparatively few," that's exactly what he means: Of the more than 4.1 million motor vehicles registered in Illinois in 1963, less than 1% were of such size and weight as to be affected by maximum limitations.)

As AASHO tests showed . . .

Gov. Kerner shows his familiarity with the results of the Ottawa, Ill., road tests of the American Association of State Highway Officials. Findings, he notes, show that a 20,000-pound single-axle load will cause 57% more pavement damage than an 18,000-pound load, and that a 34,000-pound tandem-axle load will produce 30% more damage than a 32,000-pound load. He's concerned with this, as well as with the overstress on many bridges which a weight increase would cause.

Costs go up—but where does the money come from?

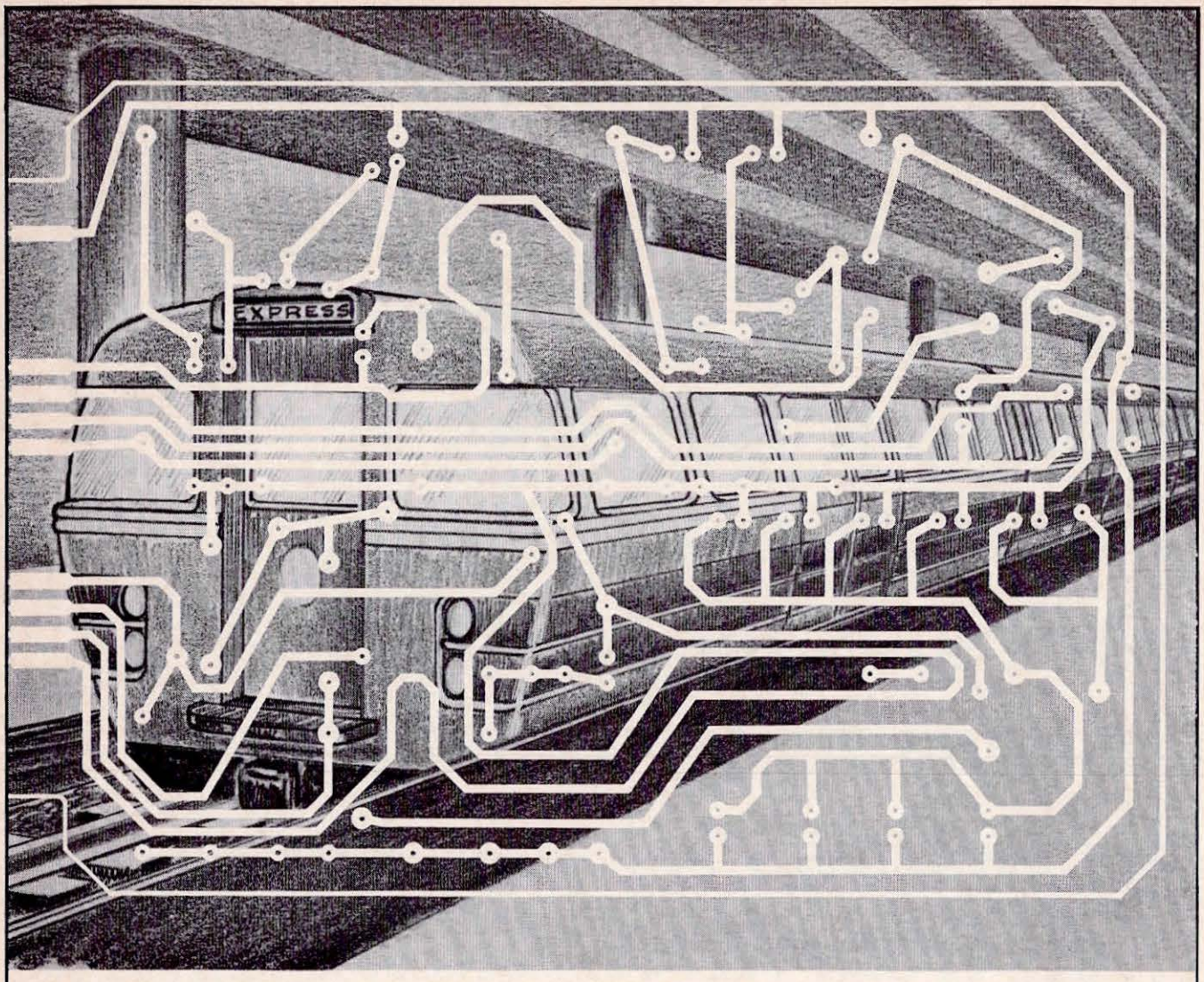
Part of the governor's argument is economic. Additional pavement damage and maintenance costs, he says, "would be prohibitive under the loads recommended by the Secretary of Commerce [then Luther Hodges] as eventually appropriate for the Interstate system . . . . There seems little likelihood that the additional costs attributable to increased load limits could be recovered from the comparatively few vehicles that would benefit from them." How much is this estimated additional cost in Illinois? $30 million per year.

100 miles an hour—and half a foot to spare

Gov. Kerner, however, is also much concerned with safety. That's why he's also opposed to increases in truck widths from 8 feet to 8½ feet. Illinois has 41% of its marked rural primary highway system at 18-foot width or less, but posted for 50-mph-or-greater speeds. That means that two extra-wide trucks, approaching each other, could meet at 100 mph with a 6-inch margin of error in each lane. Says the governor: "Skillful though the professional truck driver may be, not all trucks are driven by professionals."

Illinois' problem doesn't just belong to Illinois

The Illinois governor's stand has received a certain amount of publicity—in his own state and through distribution of his statement last week by the Association of Western Railways. But big-truck bills aren't just a problem in Illinois, or in western territory. And in Gov. Kerner's comments there is, as the cliché goes, food for thought for railroad men, legislators—and truckers—everywhere.



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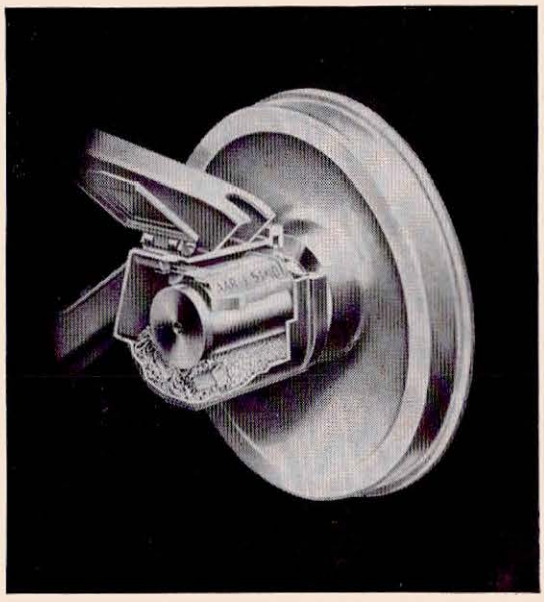

Labor: Wolfe takes stock

Nearly a year after settlement of the work-rules dispute, the railroads' chief negotiator finds that all concerned have come out ahead.

Here's what happened to the firemen

When the arbitration award went into effect last May 7, there were 37,235 firemen working in freight and yard service. Today, even with some new hires, there are 22,100. The breakdown, as reported by J. E. Wolfe:

Of the 5,500 firemen with under two years' service, slightly more than 5,000 have been separated with severance pay that averaged just over $1,000 each.

Another 2,200 part-time firemen were given the choice of keeping their rights to available jobs or taking severance. Nearly 1,100 of them took severance, which averaged $2,200 each.

The 10,345 other working firemen with two to 10 years' service were to keep their jobs until offered comparable ones, with maintenance of their previous 12 months' earnings for five years, plus relocation expenses and continuation of certain fringe benefits. Some 4,800 of these firemen were offered comparable jobs, but 83 per cent of them chose instead to take severance, averaging $5,600 per man. Many used the money to enroll in college, set up businesses or enter fields "where they really are needed."

For another 21,390 firemen—those with more than 10 years' service—the award provided that they would keep their jobs until promoted, retired, or otherwise removed by natural attrition. Some 5,900 of these men have left the firemen's ranks as a result of attrition or promotion to engineers' jobs.

Some 1,260 firemen who had been furloughed but still held job rights, had their seniority terminated. In addition, hundreds of excess trainmen's jobs have been removed—all by natural attrition.

The man they call Doc Wolfe had his say last week on rail labor-management relations—and the story he told was largely on the up side: gains for the industry, benefits for displaced employees and a general improvement in opportunities for both the carriers and the people they employ.

Not everybody in the industry—on either side of the bargaining table—would agree completely with the optimistic slant taken by this man who has been the railroads' chief negotiator, National Railway Labor Conference Chairman J. E. Wolfe.

● **The over-all view.** But Wolfe wasn't in a punch-pulling mood. His views came clearly and firmly. He talked of events past, present and, perhaps, future. And he made these points:

—In the work-rules dispute, the railroads "scored dramatic gains on the manning questions and several other issues. Some other wasteful practices still continue, but on balance the railroads have taken a substantial step forward."

—Since the application of Arbitration Board 282's award, about 15,000 firemen have been separated from service: "Virtually all [of these men] have landed on their feet. . . . Less than 11% of them are on the unemployment rolls as a result of the arbitration award."

—Contrary to the arguments of the Brotherhood of Locomotive Firemen & Enginemen during the dispute and since the award was implemented, safety has not been affected by the absence of the firemen: "There has not been a serious accident—and we investigate every one of them—in which the absence of a firemen had any effect whatsoever."

—The public "will not support union demands for preservation of archaic laws and practices. As we demonstrated in the work-rules case, the railroads realize that protection must go with progress. We are willing to protect the men affected, but not to perpetuate unnecessary jobs for those yet unborn."

—This progress-protection principle "was incorporated in agreements between the eastern railroads and the engineers' and trainmen's unions to protect the men who would be affected by the repeal of excess-crew laws in the East. Our attitude on this same important principle was underscored this year when a contract was signed protecting some 290,000 off-train employees under an attrition formula. The federal mediator involved termed it 'the most outstanding agreement' signed in his 18 years as a member of the National Mediation Board."

—The main focus of labor goals "has been shifting perceptibly from wages to job security, often raising the problem of retention of a union as an institution. On the railroads, this is complicated further by the presence of 24 unions, many of them competing among themselves for members in the same crafts. This produces a situation in which the least responsible union may try to dictate terms affecting many unions, thus driving all of us down disaster road. A single union's irresponsibility thus can create chaos instead of cooperation."

● **The union(s) problem.** The NRLC chairman, addressing a management conference at Yale University, dwelt at length on the problem of intra- and inter-union relations. As the work-rules dispute illustrated, he noted, "it is much more difficult for the leaders of separate unions, whose self-interests often con-

WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **GOVERNMENT SPENDING** for transportation facilities this year will total $16.2 billion, a new high. In that role the total will supplant 1964's $15.5 billion. lion. That's the showing of the latest AAR survey. These totals include all spending by federal, state and local governments on aids to domestic transportation.

The breakdown puts prospective 1965 federal expenditures at $5.6 billion, and prospective state and local outlays at $10.6 billion. The comparable 1964 figures were less by $181 million and $473 million, respectively. The 1965 expenditures will bring to $243 billion the cumulative government outlays for construction, operation and maintenance of highway, waterway and airway facilities. That includes $60 billion in federal expenditures, and $183 billion spent by state and local governments.

THE AAR CALCULATES that the federal spending has more than quadrupled in the past 10 years. It notes, too, that Congress has taken no action on President Johnson's recommendations calling for initiation of user charges on inland waterways and increases in airway user charges.

HIGHWAY CARRIERS operating for hire make "substantial" user-charge payments, the AAR concedes. But it hastens to point out that competent authorities consider such charges inadequate to cover extra costs which the heavy vehicles of those carriers impose on road construction and repair work.

EXPENDITURES FOR HIGHWAYS will top all other transport outlays in 1965, as usual. They are expected to total $14.2 billion, including $4.3 billion spent by the federal government and $9.9 billion spent by state and local governments. Here the cumulative outlays since 1921 (earlier records not available) will become $217 billion, including $43 billion in federal expenditures and $173 billion spent by state and local governments.

SECOND LARGEST OUTLAYS will be those for aids to air transport. They are expected to total $1.3 billion this year. That will include $749.2 million for the Federal Airways System which provides signaling facilities for air transportation, $84.2 million to pay cash subsidies to domestic air lines, and $466.8 million for airports. The latter includes prospective federal outlays of $86.8 million and $380 million to be spent by state and local governments. This will push the cumulative total of such expenditures above $15 billion.

ON WATERWAYS, $730 million will be spent this year. It will include federal expenditures of $400 million and state and local outlays of $330 million. That's more than $75 million in excess of the comparable 1964 expenditures. And the cumulative total will become $10.8 billion.

THIS SPENDING FOR WATERWAYS goes for facilities on the Great Lakes and coastal harbors as well as for inland and intracoastal waterways. Expenditures for the latter will amount to $214 million this year, building the cumulative total to $3.6 billion. Not included are expenditures for the merchant marine (estimated at $331 million for 1965), and Coast Guard expenditures for navigation aids and promotion of water transportation. Such Coast Guard spending is expected to total $371 million in 1965, so the cumulative total there will become $6.6 billion.

flict, to present a consensus demand to management—a consensus which is possible only if some of the diverse interests of individual unions are reconciled.

"Thus, among the railroad labor leaders, there was no one able to reconcile the conflicting union demands. And in such negotiations over fundamental issues, the result is very likely to be a breakdown of the bargaining process."

• **'In the middle.'** Even when contract talks aren't going on, Wolfe said, railroads "find themselves caught in the middle as all five on-train unions raid each others' ranks. We are virtually powerless to end this cross-fire—some people even maintain that such inter-union warfare is none of our business.

"But it is our business when union battles with other unions threaten peaceful railroad labor relations, and we cannot wait for jungle warfare to show us which unions are to survive.

"Now is the time for the unions to settle their own problems and—instead of pulling against each other—start pulling together with each other and with management for the benefit of the whole railroad family and of the shipping and traveling public."

Wolfe also called for a "longer" view of rail labor relations—and, in so doing, he seemed to echo certain comments by Pennsylvania Chairman Stuart Saunders. PRR's top officer recently called for a new look at the Railway Labor Act as well as for a meeting of top-level management and union officers to consider possible ways to improve procedures in bargaining.

• **First target: RLA.** The NRLC chairman put it this way: "An obvious first target for . . . scrutiny is the Railway Labor Act. Some of its provisions are now four decades old. There is much to be said for a close study with at least one objective firmly in mind from the start—searching out rigidity and substituting flexibility.

"Almost certainly, there would be need for innovation. Quite probably, change would involve altering some basic procedure. But whatever the ultimate focus of this long look at railroad bargaining, the need for such an appraisal is unmistakable.

"I know the leaders of the railroad industry can meet this challenge."

Wolfe's comments were direct—but, as some observers see it, this won't prevent them from being questioned on various grounds. At least two of the areas he touched on seem particularly sensitive: (1) State-crew-law agreements made by some roads with the Engineers and Trainmen are not universally liked; (2) The job-security agreement with the non-ops has not been popular on all railroads. ■

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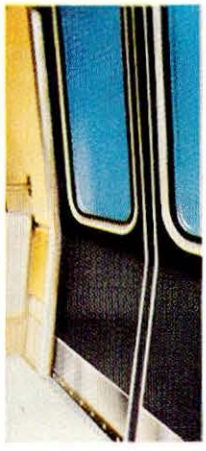

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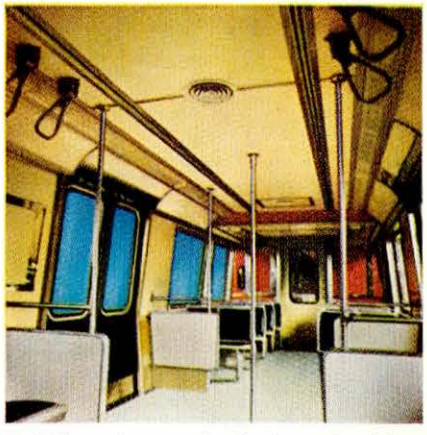

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TRANSIT ROUNDUP

Capital subway picks up support

A bill that would provide rail rapid transit for the District of Columbia is making steady progress through the trackless corridors of Congress.

The proposed legislation, known as the Whitener-Bible bill, calls for a 25-mile rapid transit system that would cost some $431 million. President Johnson put his stamp of approval on the plan in a special message to Congress in February. Since that time, the proposal has picked up an amazing amount of support along the way. Some 150 capital area clubs, newspapers, labor unions and professional groups—ranging from the Foggy Bottom Citizens Association to the Greater Washington Chiropractic Society—have been beating the drums for the system.

In Congress where wheels of progress sometime grind exceeding slow, the bill is already being reported out of the House District Committee. It's not considered likely that it will get to the House floor for a vote before April 12, the next "District Day" for local legislation. At last count, 154 Congressmen were pledged to vote for the measure—just 64 votes short of the number needed for House passage.

Meanwhile, on the Senate side, co-sponsor Sen. Bible is expected to delay Senate hearings on the measure until the House acts. It's believed that the legislation will finally go up for a vote in May after hearings later this month.

Just where the Administration stands on the matter is best summed up by a comment made by Lee White, special counsel the President: "That there will be a subway is, I think, a matter no longer open for discussion."

Atlanta

"One of the most important acts of the 1965 General Assembly," said Atlanta Mayor Ivan Allen, Jr., was the passage of Sen. Bill 102." The legislation he was praising is a bill that gave birth to an interim area-wide transit authority whose job will be to plan a rapid transit system for traffic-clogged Atlanta.

Altogether, five counties will be represented in the authority. Sometime in May, referendums will be held by each of the member local governments to determine further participation in the authority.

The City of Atlanta will name four members to the 11-man "Interim Study Commission." The body will be charged with planning the system, including contacting federal and state officials, engineering and surveying teams.

A rapid transit plan prepared for the area two years ago will now be updated. That proposal called for a 66-mile $292 million system, part of which was slated to be in operation by 1975.

Cleveland

The city's rapid transit system marked its 10th birthday Mar. 15 with a cake-cutting ceremony at Cleveland Union Terminal. During its decade of operations, CTS Rapid has carried more than 162 million passengers.

Allen J. Lowe, acting CTS board chairman, (photo) cut the first piece of cake. Observers were Thomas A. Burke, Cleveland mayor when the line was built, and Morse W. Rew, retired CTS engineer, who planned and built the line.

Plans are now under way to extend the 15-mile line to Cleveland Hopkins Airport and to other suburban areas. Over the past 10 years 30 commercial and apartment buildings, valued at a total of $169 million, have been built along the system.

Philadelphia

Southeastern Pennsylvania Transportation Compact officials are anxiously looking down the Reading tracks toward Washington for signs of federal approval of a $2.9 million mass transportation grant. SEPACT has asked the Housing and Home Finance Agency for the money to help underwrite an 18-month experiment on the Reading.

The City of Philadelphia, Bucks, Chester and Montgomery Counties, and the state would chip in $1.8 million toward the $4.7 million project. The experiment would be set up to determine ways of minimizing or eliminating Reading's commuter deficit while maintaining adequate service. The tests of service and fare levels would involve all Reading commuter lines in the Philadelphia region, including those under contract with the Passenger Service Improvement Corp. and SEPACT.

Reading now handles some 11.5 million passenger trips a year, but has been running up an average annual loss of $3.3 million on its commuter operations.

If the federal grant is approved, the Reading tests are expected to begin this month. Meanwhile, Pennsylvania Gov. William W. Scranton is preparing to ask the legislature for $4.8 million for mass transportation aid to local municipalities in the state.

Monorail plans

Two separate monorail projects—one that would cross the border into Mexico, and another that might go over the U.S. boundary into Canada—are currently being considered.

Mexico's department of tourism is negotiating for construction of an international line between El Paso, Tex., and Ciudad Juarez, Mex.

In Niagara Falls, N.Y., the city council has approved a franchise agreement with Goodell Monorail Corp. to build and operate a $12 million system over 10 city blocks. The line might eventually be extended from downtown Niagara Falls to connect with Niagara Falls, Can., on the opposite bank.

—Edward Donlon

PENN-CENTRAL

Merger gets examiners' approval

Consolidation would create nation's largest transportation company, with total assets of $5.2 billion. Merger savings, eight years after consummation, would be on an annual basis of $81 million. Several conditions are included in examiner's report.

The eastern railroads' goal of three competitively balanced systems in their territory is now "only one step away from realization." The remaining step is ICC adoption of the recommended report wherein Examiners Jerome K. Lyle and Henry C. Darmstadter, advise the Commission to approve merger of the Pennsylvania and New York Central if they accept several conditions, including requirements that the merged company absorb the New York, Susquehanna & Western and take over the New Haven's freight operations, but not its passenger services.

That's the immediate PRR-NYC reaction to the recommended report which would sanction formation of the nation's largest transportation company—a 19,631-mile system with total assets of $5.2 billion and annual revenues exceeding $1.5 billion. It would be called Pennsylvania New York Central Transportation Company. Its lines would serve every important city east of the Mississippi and north of the Ohio and Potomac Rivers, reaching to Boston and other New England points along lines of the former Boston & Albany. Other lines would extend into Canada to Montreal and south to Norfolk. Eight years after its consummation, savings from the merger are expected to be on an $81-million annual basis.

● **Big report.** The recommended report, a document of 446 pages, was served Mar. 29, more than three years after the merger applications were filed on Mar. 9, 1962. Two cases are involved—the merger proposal which is Finance Docket No. 21989 and the related application for authority to issue the necessary PRR securities, F.D.No. 21990. The consolidation plan contemplates merger of NYC into PRR. The stock-exchange ratio would be 1.3 shares of PRR stock for each share of NYC.

Conditions recommended by the examiners, in addition to those calling for inclusion of the Susquehanna and assumption of NH freight operations, are labor-protection conditions already agreed upon by the applicant roads and the Railway Labor Executives' Association, the usual open-route conditions, and conditions involving other roads which want to be included.

The latter are Erie Lackawanna, Delaware & Hudson and Boston & Maine, who want in if they fail to get into the Norfolk & Western-Nickel Plate-Wabash system. The examiners propose conditions keeping the record open for 10 years to permit Commission consideration of their inclusion if their first choice of N&W-NKP-Wabash is denied them. To promote this first choice, the examiners recommend another condition—that D&H be provided by the merged system with about 175 miles of trackage rights between Wilkes-Barre, Pa., and Hagerstown, Md., to afford it a direct connection with N&W-NKP-Wabash. The Commission's July 1964 report approving formation of that system held the record of that case open for five years within which E-L, D&H and B&M may apply for affiliation.

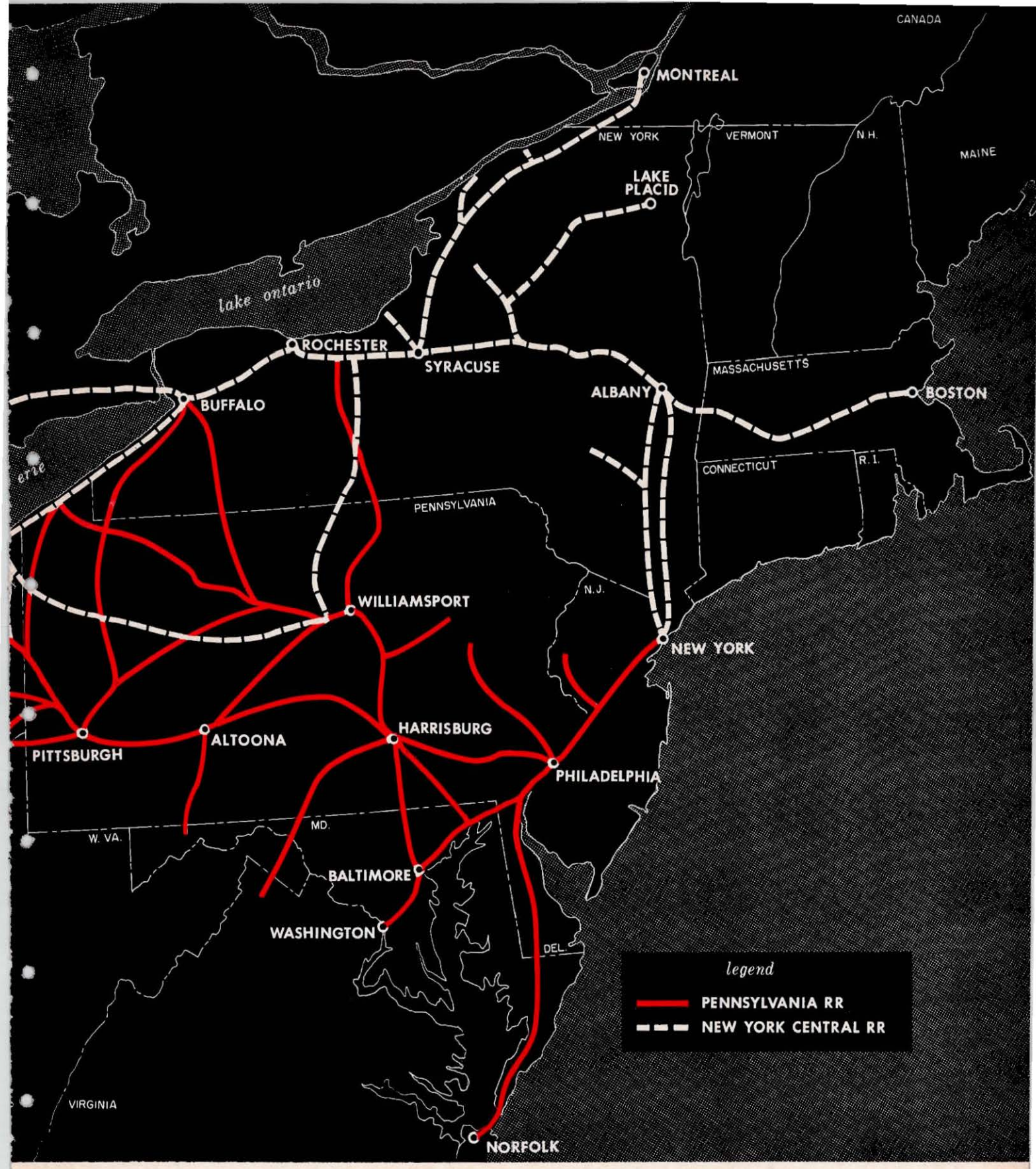
Another intervening carrier seeking inclusion in PRR-NYC is the Brooklyn Eastern District Terminal. The examiners would deny its petition "without prejudice," meanwhile having the Commission reserve jurisdiction over the matter for five years.

● **Fate of Lehigh Valley.** As to the PRR-controlled Lehigh Valley, the examiners propose a condition requiring the merged system to make an effort to locate that property in either of the

ONE STEP CLOSER: A 19,631-MILE SYSTEM

other two major eastern systems. Those, of course, are N&W-NKP-Wabash and Chesapeake & Ohio-Baltimore & Ohio. If this effort has not been successful within five years, the examiners say the merged company should be required to absorb LV. Another condition they recommend is a requirement that the merged company divest itself of any interest it may now have in either of the other two systems, and to refrain from obtaining any such interest in the future.

The PRR-NYC statement on the recommended report was issued by PRR Chairman Stuart T. Saunders and NYC President Alfred E. Perlman. It did not go all-out for the proposed



conditions. It said they will require study, adding, however, that a first reading of them indicated that they "do not impose insurmountable obstacles to consummation of the merger."

● **Faith in merger confirmed.** The recommended report "confirms our belief that the merger is in the best interests of the public and will strengthen competition within the transportation industry," Messrs. Saunders and Perlman also said, adding: "We are confident that the full Commission will give its approval. . . . The Penn-Central merger is more urgent than ever because of the recent sanctioning of the formation of two strong eastern systems," i.e., N&W-NKP-Wabash and

Economies and efficiencies achieved by merger will

C&O-B&O. While awaiting Commission action, the two roads "will proceed with joint planning which will expedite effective operation of the merged company."

(The condition requiring takeover of the New Haven's freight service was not unexpected, and the merger principals moved quickly to indicate compliance. On Mar. 31, two days after the disclosure of the favorable examiners' report, the PRR and the NYC announced they had reached "an understanding in principle with the trustees of the New Haven for the purchase of that railroad." The price agreed upon was variously reported to range between $110 million and $160 million.)

The Saunders-Perlman statement also referred to the agreement on labor-protection conditions which was signed with the labor unions. The agreement puts labor-protection on the so-called attrition basis, which protects the incumbent but does not perpetuate the job.

It is contemplated that 13,728 jobs will be eliminated as a result of the merger, but 5,801 new jobs will be created. The net reduction will thus be 7,927 jobs. Under the agreement, however, no employee will be dismissed involuntarily, the report explains. This is not a "job freeze," the examiners continue, adding: "The merged company will have a broad base to move employees from one job to another as jobs open through deaths, retirements or voluntary resignations." However, the agreement does have provisions for lump-sum payments for employees who refuse to move.

● **Cost of labor protection.** Figures in the record indicate that the total cost of carrying out the labor-protection agreement would be $78,236,000, of which all but $379,000 would be paid out over a period of eight years commencing the first year after the merger. It is estimated that annual payments during the eight-year period would range from a high of $25.2 million in the third year to a low of $331,000 in the eighth year.

General basis for the examiners' favorable recommendation is their determination that financial considerations require the proposed merger, and that over-all benefits to be derived from it will "clearly outweigh any injury which has not or cannot be protected through the imposition of conditions." This determination is supported by the report's detailed financial analysis of the applicant roads and eastern railroads generally.

"Adjusted by practically every significant indicia of economic health," the report said, "the conclusion is clearly warranted that, within the sense of objectives contained in the National Transportation Policy, we are dealing here essentially with a 'failing' industry and not simply with an isolated instance of corporate collapse or impotency."

Spelling this out, the examiners noted that virtually all the major railroads intimately involved in the case are operating either at a deficit or with only marginal earnings. Figures of record show that PRR's average rate of return for the 12 years ending Dec. 31, 1963 was only 1.28% and the average for NYC was 1.84%.

● **Non-rail income the savior.** Even that showing was due to earnings from non-railroad investments, the report emphasized. It said:

"Were it not for other income generated by investment, neither PRR nor NYC would have been able to meet fixed charges in eight of the 12 years considered. During this period, PRR's fixed charges aggregated $576 million while its net railway operating income aggregated $487 million, or an aggregate deficit from rail operations of $89 million. The NYC's fixed charges aggregated $522 million while its net railway operating income aggregated $393 million, or an aggregate deficit from rail operations of $129 million.

"In other words, rail operations over the past 12 years have imposed an average annual burden of $7.4 million on PRR and $10.7 million on NYC. It is quite apparent, therefore, that had it not been for income derived from other investments, the cash resources of both PRR and NYC would have long disappeared, and it may be questioned whether their solvency would not have been impaired to the point of bankruptcy."

● **No growth seen.** As to the financial state of other railroad parties to the case, the examiners said NH "is in bankruptcy and near liquidation," while Susquehanna, E-L and B&M "are hovering on the brink of bankruptcy." And Messrs Lyle and Darmstadter see little prospect of growing business ahead.

"Based on past trends," the report said, "it must be concluded that to 1970 it is highly probable that rail carriers in the East, and particularly applicants, at best will maintain their present volumes of ton-miles, and more than likely will continue to experience a general decline of traffic handled at least in terms of ton-miles. From this it may be inferred that their financial condition, barring substantial reductions in costs, will deteriorate further. In other words, on balance, past and present general economic data available do not support the view that applicants or other eastern railroads are in the process of rejuvenation, and that their output should increase significantly within the foreseeable future."

Summarizing the evidence as to competition, the report stressed the impact of inter-modal rivalry. They found most railroad traffic subject to this competition from other modes and thus able to move without railroad service. The examiners concluded that railroad management could not be blamed for these present conditions.

● **No indolence.** "It is our view," the report said, "that particularly since 1947 applicants have not sat idly by while competing modes and methods of transportation increased their relative share of the transportation pie. Significant advances in technology permitted applicants to increase efficiency substantially, and reduce their costs per ton-mile despite generally increased prices. Additionally, applicants have instituted trailer-on-flat-car service, inaugurated numerous rate innovations, developed various new types of equipment, and are presently experimenting with so-called 'unit' and 'integral' trains."

Meanwhile, Messrs. Lyle and Darmstadter emphasized that they do not regard the proposed merger as a panacea for all ills attending PRR and NYC or the railroad industry in the East. They say, however, that it does "provide a vehicle through which at least one or more of the external pressures which have had such disastrous effects on these roads can be minimized."

● **Effect on shippers.** So far as the effect on shippers is concerned, the examiners noted that a majority of the shipper witnesses supported the merger. They anticipate improvements in service remaining, and prefer that to continuance of all present services as now offered. As to that, the report had this to say:

"We believe a clear and convincing pattern of dissatisfaction with applicants' services was clearly manifested of record. . . . Gaged on the basis of our independent assessment of the internal improvements in operations and service of applicants' respective plants and operations to be achieved by merger, and analyzed in light of shippers' evidenced experience, it is our opinion that their hopes, desires and expectations of improved performance

improve the new company's competitive posture

MERGER CHIEFS—PRR's Saunders (left) and NYC's Perlman say, "We are confident the full Commission will give its approval."

by the merged company are well founded.

"While the merger itself will not accomplish the desired results, it will provide the merged company with substantial opportunities to accomplish these goals. While we would be naive to conclude that the merger of itself would eliminate all the causes of traffic diversion to other modes, the increased economies and efficiencies achieved thereby will undoubtedly improve the railroad's posture in this competitive relationship. The internal improvements wrought by merger will obviously be translated to the benefit of shippers to some major extent, for the reduction of transportation costs and the improvement in financial condition of the merged company will provide greater opportunities for shippers to obtain lower rates and a service tailored to meet their needs."

• **New Haven conditions.** In addition to requiring the merged company to take over that road's freight operations, the New Haven conditions contemplate possible assumption of its passenger operations. As to the latter, the examiners would have the Commission reserve jurisdiction to consider any subsequent petitions for inclusion of NH passenger services which might be filed by NH, federal agencies, states or communities served by NH lines.

Such petitions, however, should offer NH passenger services to the merged company on a compensatory basis, the examiners emphasize. NH, the report said, recognizes that unless action is taken to eliminate or at least minimize its passenger deficit, "it would be unrealistic and essentially unfair to require the merged company to take on this burden." Also, interested state and local officials "agreed that some help should be afforded in this connection" —but, the report continued:

"It does not appear that relief of the type and amount needed has been forthcoming, nor does it appear prudent to assume that such relief would materialize if inclusion of such passenger service were made a condition here. This is not to say that any level of government is obligated to underwrite passenger service provided by any railroad. . . . On the other hand, however, it is the Commission's obligation to foster and promote a sound transportation system as operated by private enterprise and this obligation is not discharged by requiring such enterprise to assume unreasonable burdens which would have the effect of destroying the essential incentive necessary for it to function successfully."

With further reference to the interested public officials, the report said that NH operations have been studied to the road's economic death, yet there is still no determination as to the respective obligations of federal, state and local governments. This prompted the examiners to note that the federal and state governments "have been able to find means to measure the degree of their responsibilities "in the construction of highways. In light of that situation, Messrs. Lyle and Darmstadter conclude that the problem of helping the New Haven is not insoluble—if continuation of its passenger service is in the public interest.

New Haven's freight service has also been operating at a deficit in recent years, but that loss has been much less than the deficit from passenger operations. If the passenger deficit were removed, the examiners think the freight operations "at least provide a basis upon which some reasonable hope of return can be founded."

• **Justice Department opposed.** The report's favorable recommendation involves rejection of the Department of Justice's contention that the application should be denied. Justice thinks that requirements of the anti-trust laws would not be satisfied with three eastern systems. It suggests four, including separate PRR and NYC combines, N&W-NKP-Wabash, and B&O-C&O. In refusing to accept this view, the examiners went in for considerable discussion of the application of anti-trust laws to railroad mergers. The Interstate Commerce Act provides anti-trust immunity for mergers approved by the I.C.C.

The examiners conceded that Justice's four-system proposal would offer a "neat statistical structure" for eastern territory, but they pointed out that railroad mergers are now on a voluntary basis and can't be ordered by the ICC.

Justice also contends that the merged company would be able to dominate railroad transportation in three vital urban areas—the Pittsburgh district, the New York metropolitan area, and Buffalo. As to Pittsburgh, the examiners would require the merged company to enter recriprocal-switching arrangements with other roads serving that district. As to Buffalo, they concluded that consummation of the merger would improve competitive conditions there.

As to the New York metropolitan area, there is the proposed condition requiring that the merged company undertake to sell the Lehigh Valley and thus give C&O or N&W-NKP-Wabash a Buffalo-New York route. The report's discussion of the New York situation noted the Port of New York Authority's professed concern about it and then made this comment:

"We deem it significant that the Port of New York Authority whose objective is to develop transportation facilities within this area which it determines will become self-supporting, has invested over $1 billion in such facilities, but has seen fit to invest only $500,000 in rail facilities. From these results, it may be questioned whether rail investment of its present magnitude is any longer justified in this area." ■

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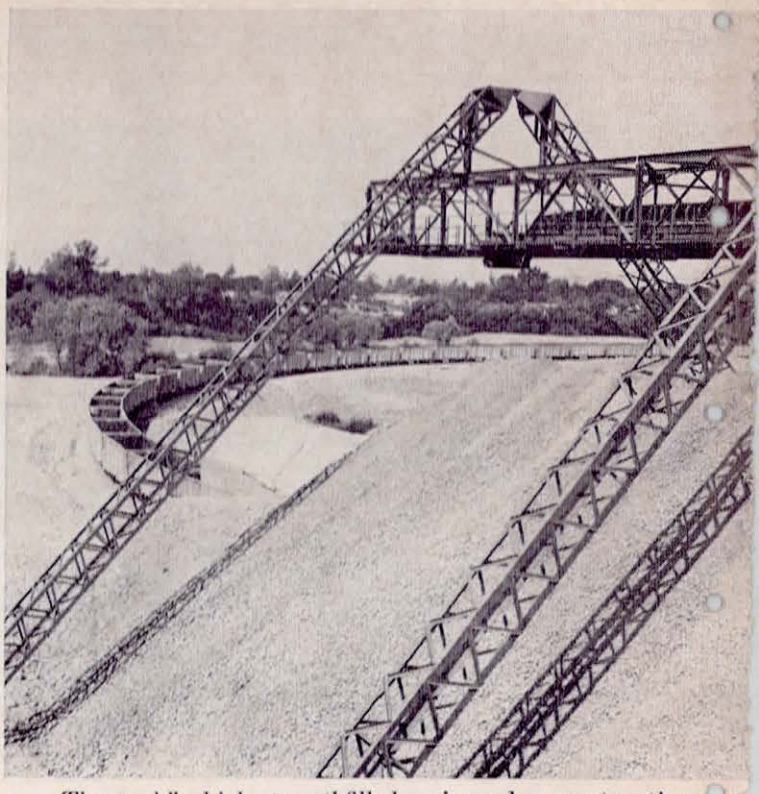
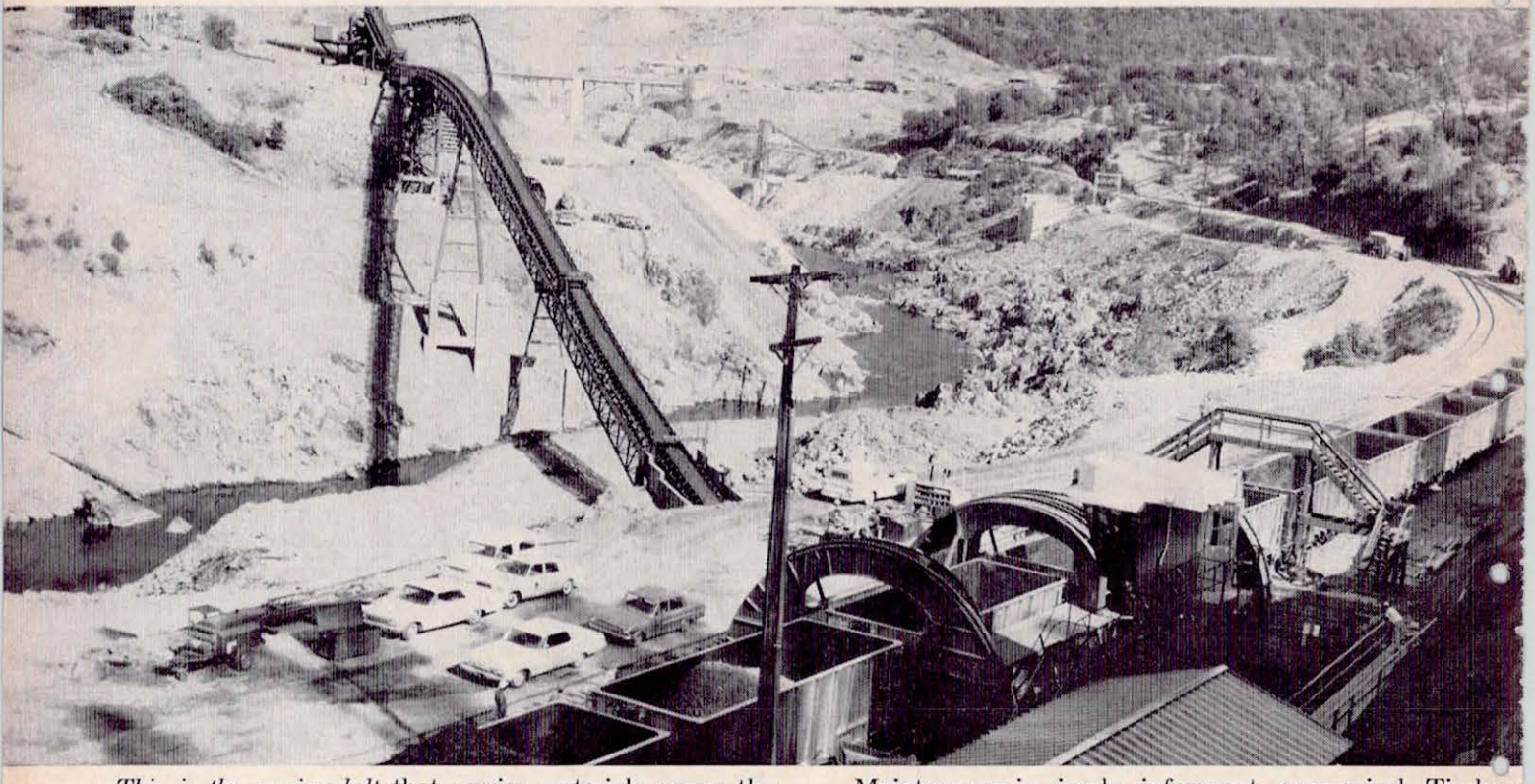


The world's highest earthfill dam is under construction at Oroville, California. Special equipment was designed and built to move 77 million cubic yards of embankment—the biggest earthmoving job ever undertaken. The project has its own railroad, with 20 miles of track, 7 diesel locomotives and 180 gondola cars of 100-ton capacity.



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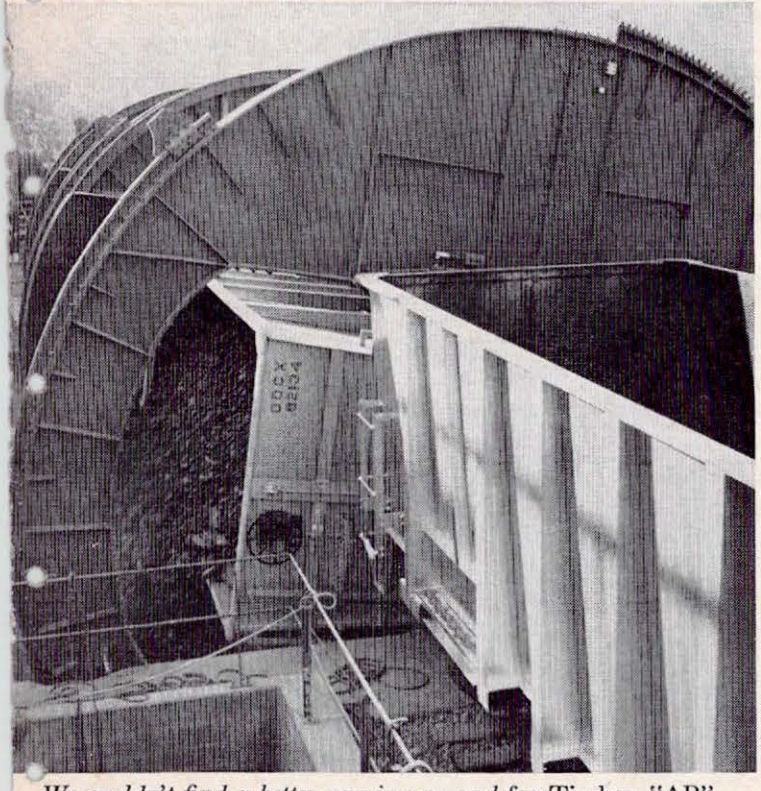

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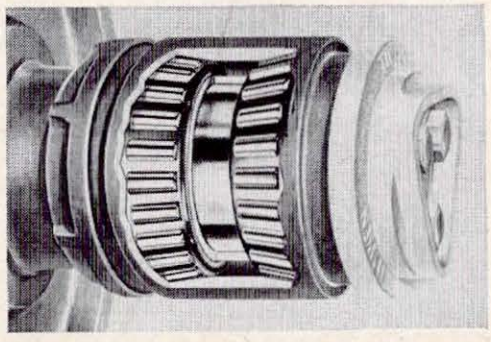

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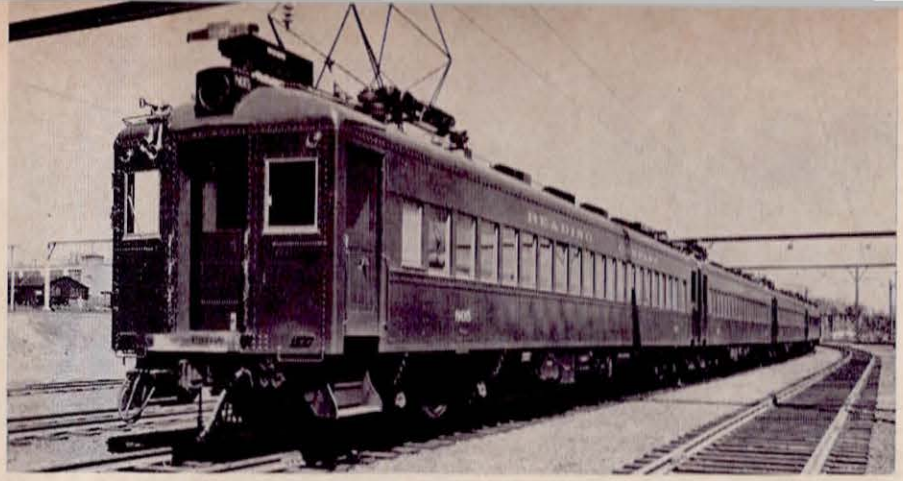
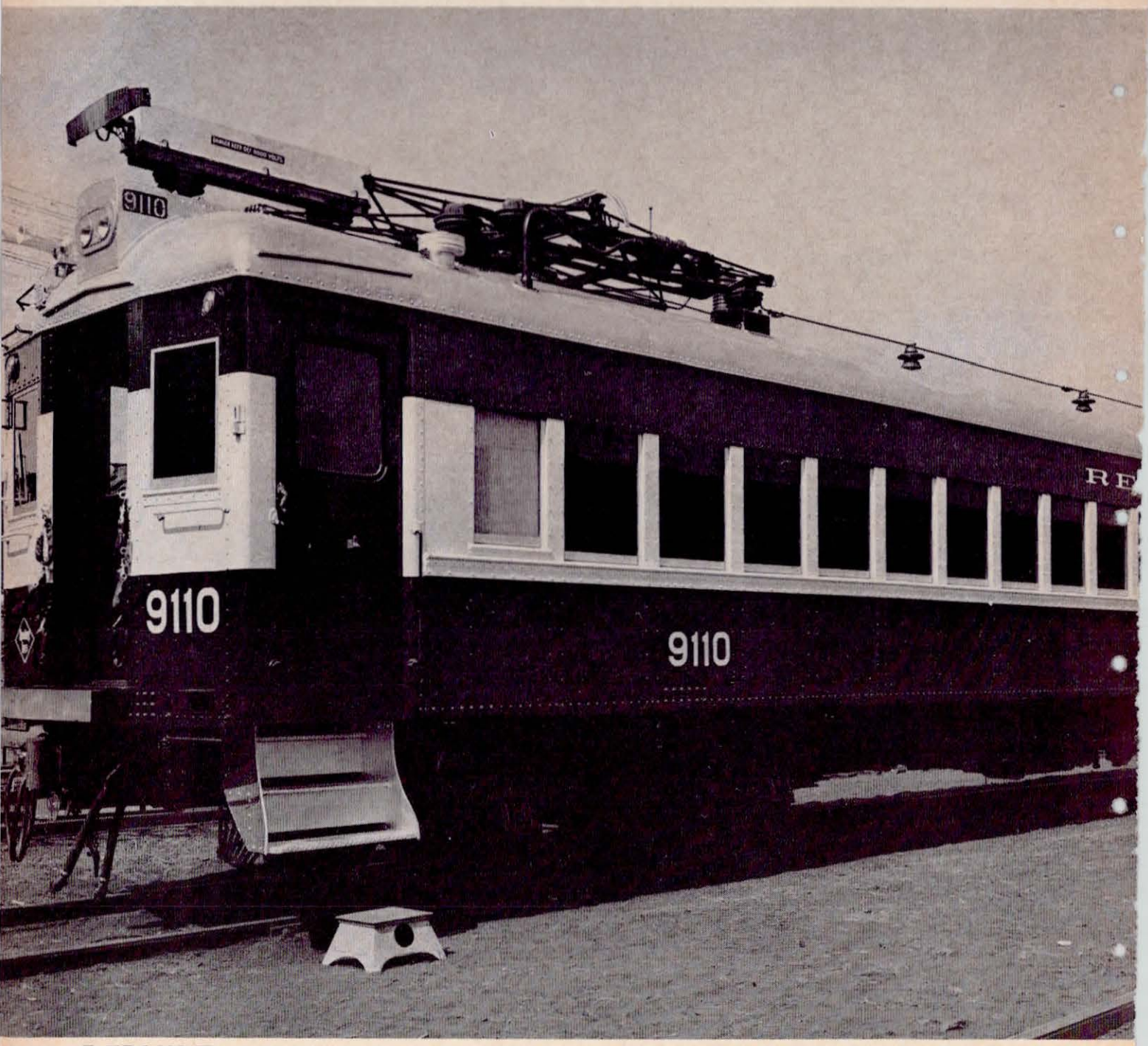


ORIGINAL One of the Reading m-u coaches built by Bethlehem Shipbuilding. They are among the oldest cars in the road's fleet.

Commuter



REBUILT Refurbishing is being done in the Reading, Pa., shops at an approximate cost of $35,000 a car. Nine cars will

cars get new look on the Reading

get air-conditioning equipment.

Thirty-eight cars, being rebuilt for about $1,330,000, will be operating as the road's so-called Blue Fleet by next summer.

Commuting should be more of a pleasure and less of a grind this summer for thousands of Reading's twice-a-day riders. Reason: By the beginning of the hot-weather season, the road will be close to the completion point on a 38-car rebuilding program—which includes installation of air-conditioning equipment in nine units.

Cars chosen for the program are among the oldest in Reading's fleet—Bethlehem Shipbuilding delivered them in 1931-32. Now, the railroad has sold the cars to the city of Philadelphia for $1 apiece, and the city is putting about $1.3 million into the rebuilding. For operating purposes, the city's Department of Public Property is leasing the equipment back to Reading for 15 years.

Reading dug into three classes of multiple-unit cars to come up with the 38 to go through Reading, Pa., company shops. Five cars were combination coach-baggage units, eight were standard coaches and 25 were so-called bucket-seat coaches.

● **Combines converted.** Cars are being rebuilt in kind, so far as seating configuration is concerned, except for the combines. On these units (which are among the nine cars to be air-conditioned), Reading has ripped out the baggage section and turned that end of each car into a kind of solarium—with standard coach seats and wide, picture windows in new framing.

Rebuilding is costing about $35,000 per car—and the job involves virtually a full stripping operation. Among the major features of the program:

—Standard coach seats are being renovated and replaced. Seats from mainline coaches are being installed in bucket-seat cars and in the new passenger section of the combines.

—Windows are being replaced with tinted, safety-glass panes. Wood sills give way to solid formica sills.

—All cars are getting new vinyl asbestos tile floors laid on renovated (or, in some cases, new) underflooring.

—Collision posts of most cars are being reinforced. Buffers, couplers and draft gear are being replaced or restored to like-new condition.

—Aluminum roofs are being replaced with steel-sheet roofs, painted with aluminum, heat-reflecting paint. Roof-mounted ventilators will be removed from the air-conditioned cars.

—All 38 cars will have an air duct installed along the center line of the roof. On the air-conditioned cars, the ducts will permit circulation of 3,000 cubic feet of air per minute from two package air-conditioners. Non-air-conditioned cars will have exhaust grills installed in the roof at each end. These units may be air-conditioned later.

—Vestibules are being rebuilt on all cars. One-piece steel platform plates are being installed, traps are being refinished, as are vestibule doors. Wood vestibule side doors are being replaced with steel doors.

—Interior lighting units are being replaced with two rows of fluorescent lamps. Dual sealed-beam headlights are replacing the old single units.

—After stripping, all interior and exterior surfaces are being thoroughly cleaned; rust is wire-brushed and, if necessary, rust areas are built up.

—All equipment under the carbody gets a complete going-over. Trucks are dismantled, cleaned; wheels and axles are checked and, where necessary, repaired or replaced.

● **RDG's 'Blue Fleet.'** Interiors of these rebuilt cars are being done in white and pastel colors—but it's the exterior that really sets them apart. In contrast to the dull green finish of most of Reading's m-u fleet, the rebuilt units are coming out of the shops in blue-and-white—as the so-called Blue Fleet. ■

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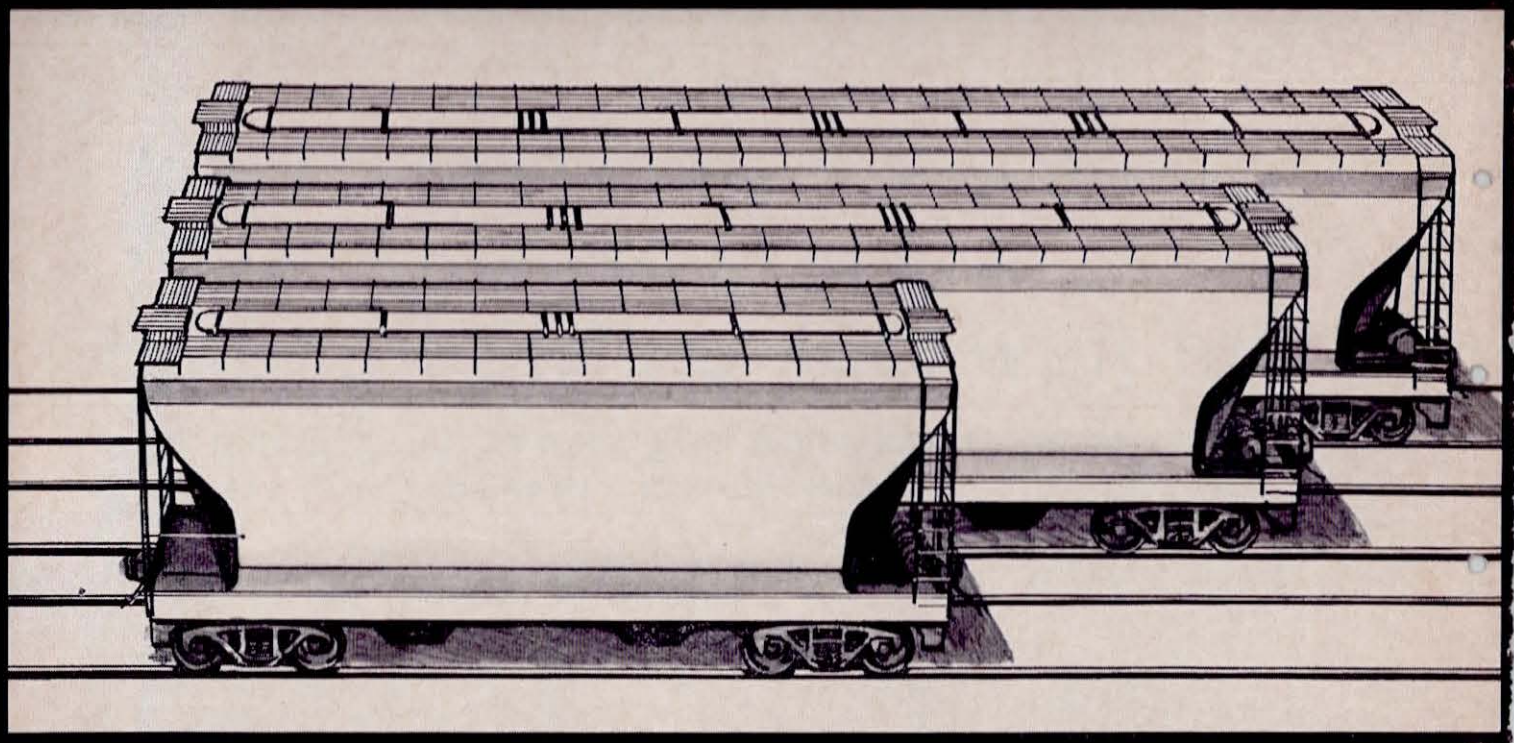

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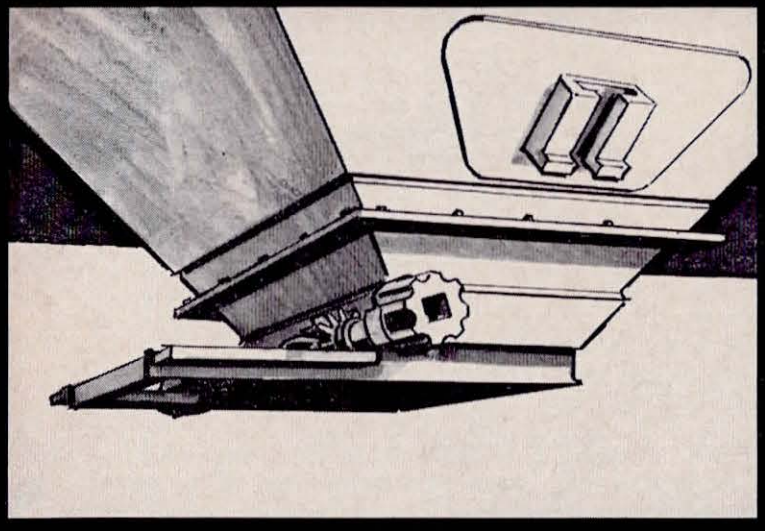
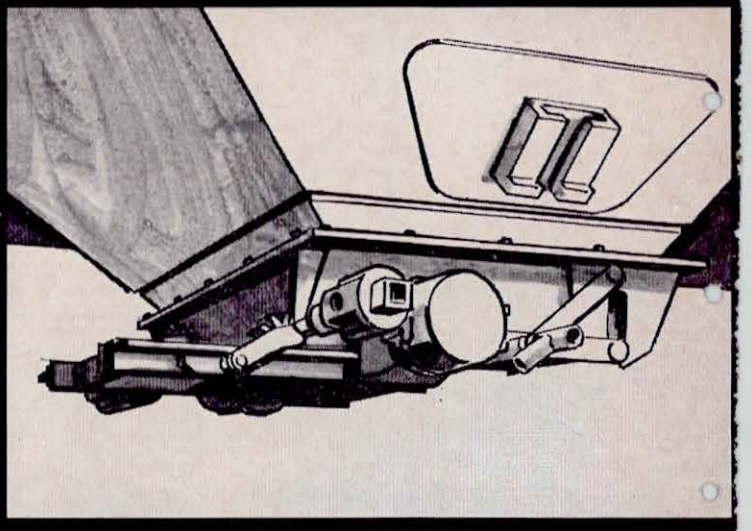


GRAVITY



GRAVITY-PNEUMATIC

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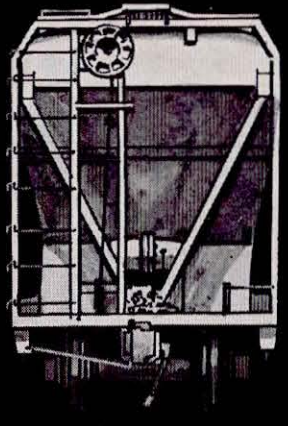

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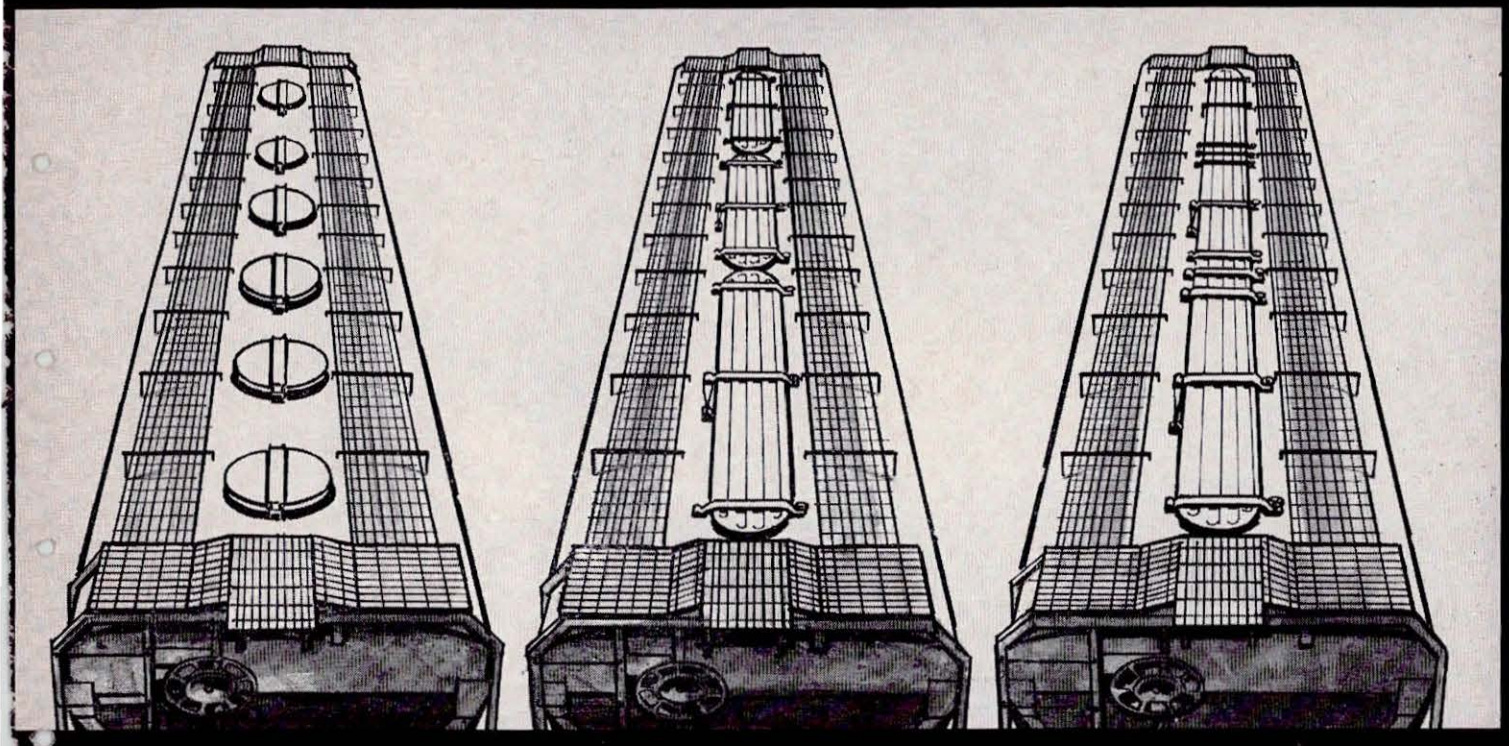
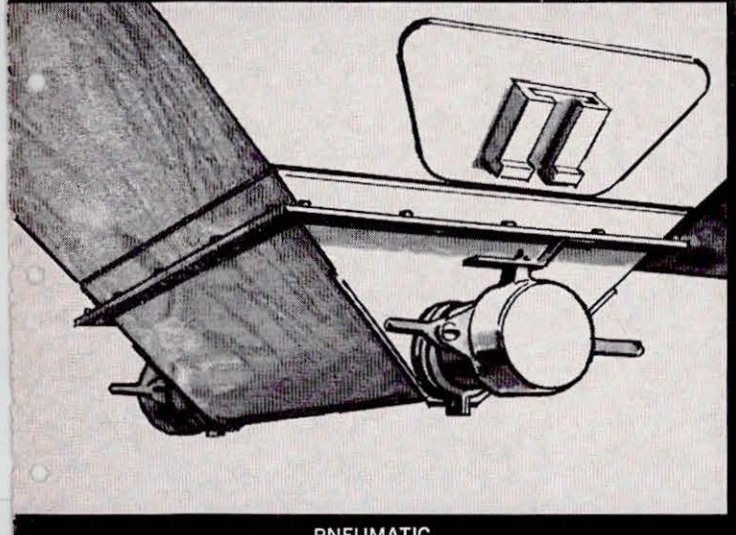
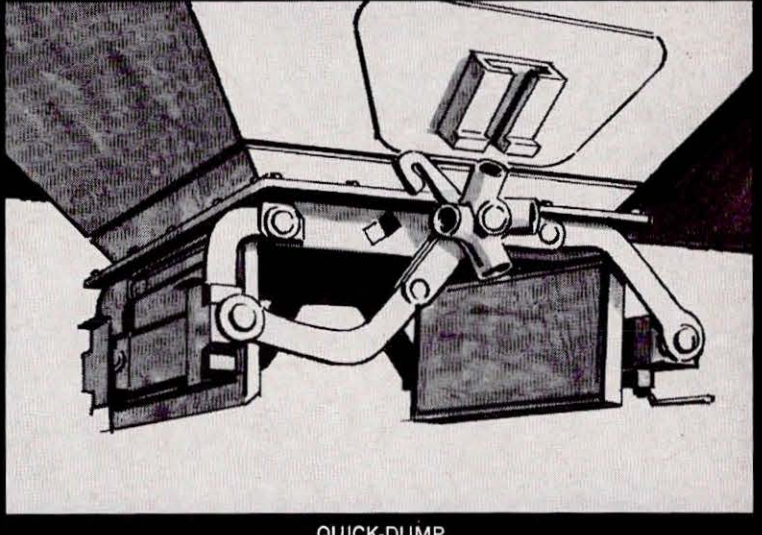


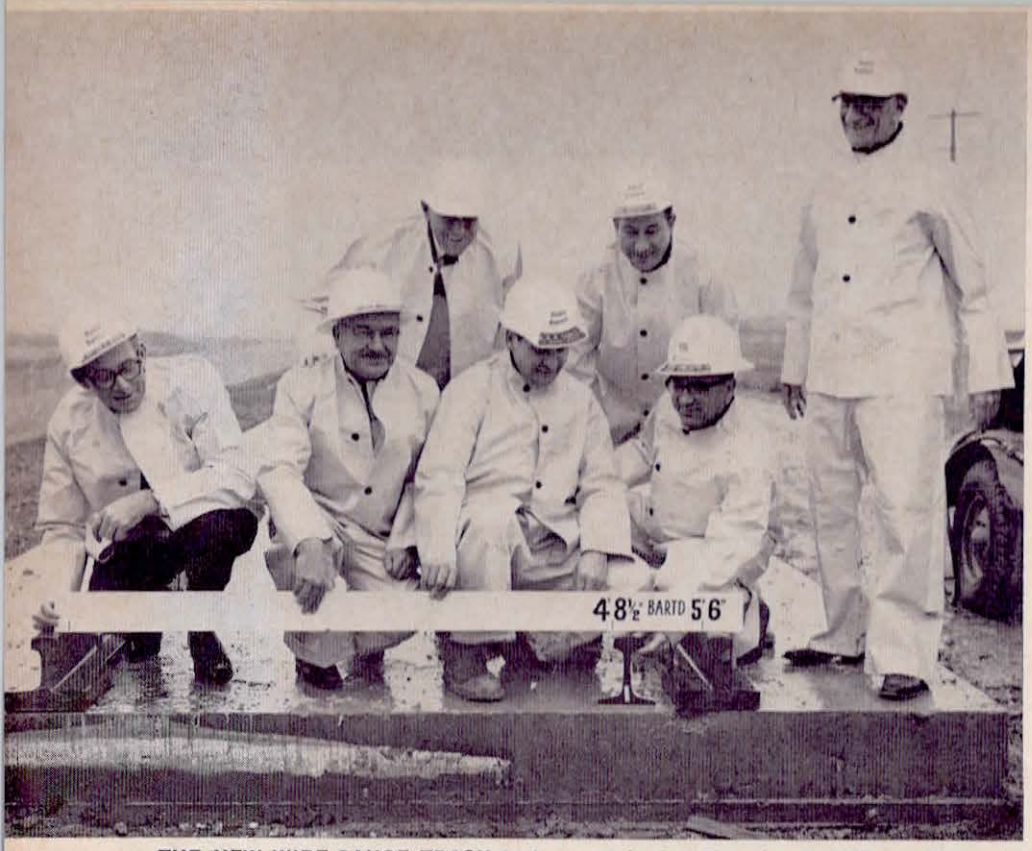


PNEUMATIC



QUICK-DUMP

ACF INDUSTRIES



THE NEW WIDE-GAUGE TRACK to be used in San Francisco's billion-dollar rapid transit system gets measured by Bay Area Rapid Transit District officials. The track will be 5½ feet wide, compared to standard gauge of 4 feet, 8½ inches. The 4½-mile Diablo test track opens April 12. Left to right, Directors William Reedy, G. M. Silliman, and H. L. Cummings, BARTD General Manager B. R. Stokes, and Directors H. Morrison, A. Anderson, and BARTD President Adrien J. Falk.

Bay Area set for test track opening

The first laboratory rapid transit car will make an official run over the 4½-mile Diablo test track in ceremonies next week.

Some important transportation steps forward will be taken in Concord, Calif. next week when a group of dignitaries mounts a platform to officiate at the opening of a 4½-mile stretch of wide-gauge track.

There's a reason for all the pomp and circumstance. The section of line to be opened is no ordinary length of rail. It's the Diablo Test Track, an outdoor working laboratory that in the next few years will become an actual part of the 75-mile, $1-billion San Francisco Rapid Transit System.

"This is not just the start of a 75-mile network," said BARTD President Adrien J. Falk. "It is the beginning of a regional transit system that eventually will stretch into all nine counties surrounding San Francisco Bay—connecting perhaps a hundred communities, and measuring as much as 250 miles in total length."

The April 12 ceremonies will be significant in still another way. The date will mark the beginning of testing of the first completely new rail rapid transit system to be constructed in the U.S. in more than half a century.

The billion-dollar Bay Area rapid transit project will be completed in 1971, with initial pasenger service on the system scheduled to begin in 1968.

● **Official visitors.** Dr. Robert C. Weaver, administrator of the federal Housing and Home Finance Agency, will be the principal speaker at the Diablo ceremonies. Other dignitaries scheduled to participate include John C. Kohl, HHFA assistant administrator, the California Congressional delegation, and state and local officials.

HHFA has more than a passing interest in the project. It has put up more than two thirds of the $10 million financing for the tests. The resulting benefits will be utilized by other U.S. cities.

The initial 4½-mile route segment will be used as a test track this year to evaluate many new equipment items developed by more than 20 U.S. manufacturers. BARTD will check out proposed new designs for four automatic train control systems, five electrical propulsion systems, five undercarriage trucks and suspension systems; and various new types of brakes, wheels and coupling devices.

The District's engineers also will install two power distribution systems on the test track—1000-volt DC and 4160-volt AC—for comparative evaluation as a method of furnishing electrical power to the high-speed trains.

● **First car arrives.** The first of three Budd-designed laboratory cars, color-coded in red and nicknamed "C for Clara," has been delivered to the test site.

Budd is supervising construction of the cars in the shops of the Western Pacific in Sacramento. All three cars will be rolling over the test track by June. The laboratory transit cars are constructed of corrugated stainless steel supported by a framework of tubular steel. They are strictly for testing at Diablo and will bear no resemblance to the final BARTD vehicle. The best features and combinations of the equipment tested will be incorporated into the final rapid transit car design.

● **The quiet ride.** Every effort is being made during the test program, said BARTD General Manager B. R. Stokes, to reduce the amount of noise and vibration which will be created by the future lightweight trains—"even below the levels already attainable through existing technology."

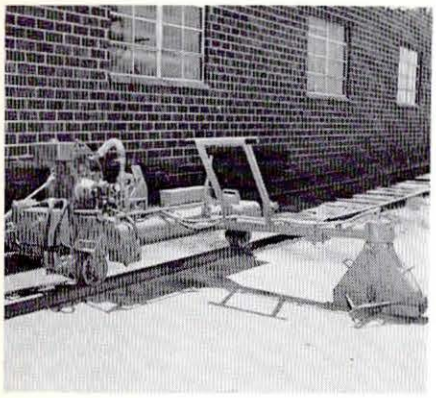
Continuous welded steel rails will be used throughout the entire system. They will be mounted on rubber pads and insulated with various new materials designed to absorb sound and vibration.

Three major types of roadbed are being studied on the test track—concrete slab, aerial structure, and ties-and-ballast. Four different types of ties and eight types of rail fasteners will be evaluated.

● **Meanwhile, another grant.** HHFA has announced that it is putting up some more money for transportation demonstration in the San Francisco area.

This time the funds—some $528,332—are going to San Francisco and the Alameda-Contra Costra Transit District. Along with matching funds, they will be used to study and develop ways of coordinating existing transportation facilities with the new rapid transit system. ■

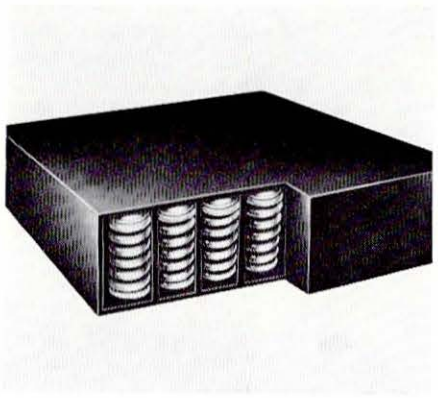
NEW PRODUCTS REPORT



Tie Sprayer (RA-1)

An improved model of the Fairmont W71 Tie Sprayer has been announced. This machine sprays a protective coating on the surfaces of newly adzed ties when relaying rail.

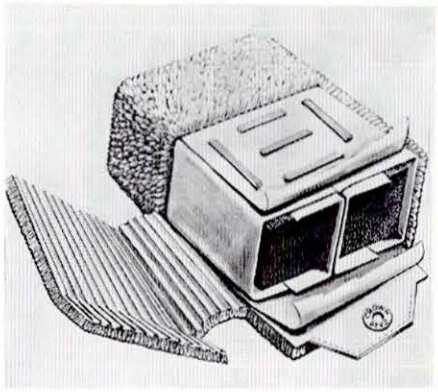
The improved model, designated Model W71 Series A, is self-propelled and features a larger engine, a hydraulic power pack, chain and sprocket drive for one rail wheel, speed-control valve and directional control lever. *Fairmont Railway Motors, Inc.*



Vibration Damper (RA-2)

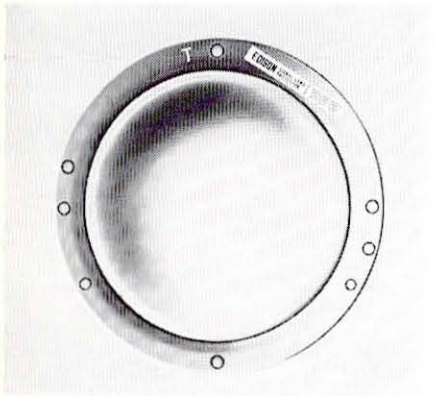
Dynelast is a material for the protection of bungalows, relay cases and other equipment housings against shock, vibration, noise, and stress due to thermal expansion. Dynelast is constructed of steel springs for highest isolation efficiency which are encased within an elastomeric block.

Features include high load capacity—1,500 lb per square inch of material area; and availability—12- x 12- x 2¾-inches-thick. *Machinery Mountings, Inc.*



Journal Lubricator (RA-3)

The Crown lubricator, Revision 2, is a "pillow-type" device. Its one-piece canvas cover is completely chenilled with locked-stitch loops of 100% cotton yarn. Each of its two elastomer core sections is wrapped with a soft wicking material which provides direct-path oil flow to the journal. Both sections are stabilized with yarn stays of "superior wicking characteristics." The core may be either nitrille or neoprene. *Journal Box Servicing Corp.*



Lens Protector (RA-4)

A new signal lens protector has an over-all diameter of 9⅞ inches with the flange drilled so that it will accommodate the bolting arrangements used with any standard Type "SA," "R" or "H" railway signal lens.

The new Edison signal lens protector is molded from ½-inch-thick plexiglass and is designed so it will not distort or diffuse or in any way affect the color quality of the signal light. Its curvature provides a large deflection angle for any free-moving object which may strike its surface. *Primary Battery Division, Thomas A. Edison Industries.*

(*Department continued on page 28*)

POUR

The best insulating material can be poured-in-place.

CPR Rigid Urethane Foam has twice the insulating power of the next best material. It is formed by mixing two liquids and a gas-producing blowing agent...which can now be done on the job by pouring directly into a cavity or mold. In less than two minutes this mixture foams to 30 times its volume and sets into a strong cellular plastic composed of uniform, gas-filled, closed cells (more than 1.7 billion per cu. ft.). The low thermal conductivity of the gas which composes 97% of the volume of urethane foam gives it the lowest k-factor of all insulating materials. This on-location production can mean real savings in shipping, inventory and labor.

CPR Foam can also be sprayed on (see next page), frothed-in-place, or purchased in slab stock for insulation in all types of industry.

If you need to insulate, CPR Foam can do it best. Write for information.

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NEW PRODUCTS REPORT

Computer Display (RA-5)

Visual reports from a computer can be flashed for review on a 4-by-9-inch desk top screen. The IBM 2260 display units can be linked to an IBM system/360. The information can be in the form of letters, numbers and 64 symbols. A keyboard unit may be used to revise or update the information. The 2260 unit is available with display capacities of 240, 480 or 960 characters. Distance from the central processor is limited only by the communications facilities. *IBM Corp.*

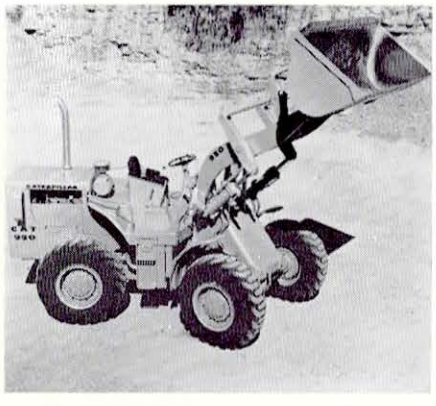
Trackmobile Crane (RA-6)

A new concept in cranes, the Model 47-PP All-Hydraulic Crane, incorporates the characteristics of both a trackmobile and a crane to eliminate the need of purchasing two units. It is provided with couplers, hydraulically actuated from the cab, for handling cars.

The wheels can straddle both rails or either rail. The crane boom telescopes from 8 to 16 feet under load and has a 360-deg continuous rotation. *Quaker City Railroad Sales.*

Roof Patch Seals (RA-7)

A new product, called Shield-Tite Wet Surface Cement, has been announced and is said to be specifically engineered for stopping leaks in industrial roofs during snow and freezing weather. It is claimed that the product has flowability, specific gravity and cohesive properties which allow it to penetrate through moisture and stick to roofs of felt, metal or gravel. It comes ready to use and can be applied by inexperienced men, it is said. *Ranco Industrial Products Corp.*



Wheel Loader (RA-8)

Big-loader performance is said to be extended to the two- and three-yard loader jobs by a new Caterpillar articulated wheel loader where high production and maximum maneuverability are required, or where adverse ground conditions must be overcome.

Features claimed for this unit, designated Model 950, are full hydraulic power steering for load-spotting ease, "air-over-hydraulic" dual brake systems for each axle, 30-deg rear-axle oscillation, excellent fore-and-aft operator visibility and static tipping load rating of 16,750 lb for straight ahead and 15,250 lb for full turn. Eight 2¼- to 4-yard buckets of various configurations are included in a full line of attachments.

Flywheel horsepower of a turbocharged 4-cylinder Caterpillar diesel engine is 125 at 2,250 rpm. Also featured is a Cat-built power-shift transmission providing two speeds forward and two speeds reverse in both work and travel ranges with all-wheel drive in both ranges. The differential and final drives share a common lubrication system. *Caterpillar Tractor Co.*

RAILWAY AGE WEEKLY

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PEOPLE

Dixon Bennett
CN

Herb J. Brooks
CPR

Howard J. Bellis
LI

John S. Shannon
N&W

CANADIAN NATIONAL.—Dixon Bennett, assistant to the general purchasing agent, named purchasing agent, CN United States lines, at Detroit. He replaces **Walter M. Holmes,** retired.

R. C. Weller, assistant engineer (maintenance), London, Ont., appointed work study officer, Great Lakes Region, Toronto, succeeding **A. E. Speers,** transferred.

C. H. Henningsen, assistant regional supervisor motive power control bureau (special duties), appointed general supervisor car service, Toronto.

W. M. S. Mowat, agent operator, appointed regional supervisor loss and damage prevention, Toronto.

CANADIAN PACIFIC.—Herb J. Brooks appointed public relations officer, New York (RA, March 29, p. 96). Mr. Brooks, who has been with the public relations department at Montreal, succeeds **Percy T. Cole,** named general manager, travel promotion, Canadian Government Travel Bureau in the eastern United States, at New York (RA, Feb. 22, p. 82).

Harold C. Phillips appointed assistant to general freight traffic manager, Montreal, Que., succeeding **J. R. Crossley,** named general freight agent, Atlantic Region, Montreal, with responsibility for rail freight traffic sales in Quebec and the Atlantic Provinces. Mr. Crossley succeeds **W. S. Gourley,** who retired March 31 after 48 years' service with the CP.

R. A. Spencer appointed division engineer, Laurentian division, Montreal, succeeding **D. Collis,** retired.

CHESAPEAKE & OHIO.—H. Ray Griffith, Jr., appointed sales representative, Huntington, W. Va., succeeding **G. E. Loury,** retired.

A. B. Ray appointed general car supervisor, Huntington, W. Va.

C. C. Carter named acting auditor—payroll accounts; **K. G. Bash** appointed auditor—material accounts and **A. L. Engwall,** auditor—field audits, all at Huntington, W. Va.

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—Leslie R. Long appointed general manager—real estate of both roads at Baltimore. **Robert D. Clark** named assistant to general manager—real estate, and **Albert W. Clements, Jr.,** special assistant, Baltimore.

The following named managers—real estate: **Carroll B. Porter,** Huntington, W. Va.; **Herbert R. Harms,** Detroit, Mich.; and **George B. Woessner,** Baltimore.

General real estate agents appointed: **Mark L. Hankins,** Huntington; **Lloyd W. Ude,** Detroit; **Irvin L. Bromwell** and **Sylvester K. Mills,** Baltimore.

Edward M. Hudgins appointed general manager and **Wilbur J. Moneyhun,** assistant general manager, of the newly created general claims department, Baltimore.

CHICAGO & NORTH WESTERN.—A. R. Hansen named assistant to comptroller; **E. P. Sakowicz,** senior staff officer; **D. E. Stockham,** general auditor; **R. L. Schardt,** senior cost analyst.

Edward J. Summerfield, general coal agent, Chicago, named coal traffic manager—sales there.

F. M. Ellis, chief special agent, retired March 31 after over 41 years' service.

DELAWARE & HUDSON.—William O. Peairs appointed director of market research, Albany, N.Y. Mr. Peairs was formerly assistant freight traffic manager—rates, **Lehigh Valley,** New York.

DENVER & RIO GRANDE WESTERN.—Robert A. Hansen appointed general agent, Seattle, Wash., succeeding **E. King Yaeger,** promoted to assistant traffic manager, Pittsburgh, Pa., to replace **T. V. Simmons,** retired. **L. B. Tanner,** office manager, Oakland, Calif., appointed assistant to western traffic manager, San Francisco, succeeding **G. C. Rogers,** named district freight agent there.

ERIE LACKAWANNA.—Ray K. Lovitt, freight traffic manager, Chicago, promoted to assistant vice president—sales, succeeding **Charles R. Martin,** who retired March 31, after nearly 48 years of service.

FLORIDA EAST COAST.—S. D. Smith, superintendent diesel maintenance, St. Augustine, Fla., appointed general superintendent motive power there.

GULF, MOBILE & OHIO.—William E. Byard, Jr., promoted to division freight traffic manager, Montgomery, Ala.

ILLINOIS CENTRAL.—Paul R. Farlow, general agricultural and forestry agent, retired on April 1.

LONG ISLAND.—Howard J. Bellis, passenger trainmaster, Jamaica, N. Y., appointed director of personnel, succeeding **Thomas F. Kustes,** who retired April 1, after 47 years of railroad service.

NEW YORK CENTRAL.—Paul B. Daniels, Jr., terminal superintendent, Avon Yard, Indianapolis, Ind., appointed acting division superintendent, Buffalo division, Buffalo, N. Y. succeeding **Jay M. Gilmore,** who has been named by the NYC to attend Harvard University.

NORFOLK & WESTERN.—R. J. Harkey, grain commodity specialist, appointed assistant

The finest insulating material can be frothed-in-place.

Frothing is a variation of the pour-in-place method, in which the mixture is dispensed in a partially expanded state, like aerosol shave cream. Frothing allows narrow-walled molds to be more easily and more uniformly filled and exerts less pressure on the forms. It means few jigs are needed. CPR Foam has great strength for its light weight. It outperforms other thermal insulators, other light-weight structural support material, other flotation aids, and often cuts installation or manufacturing costs.

CPR Foam can also be poured-in-place, sprayed on, or purchased in slab stock in sizes to meet your requirements. It is now being used for insulation in all types of industry: commercial refrigeration • transportation • buildings • home appliances • marine • automotive • aerospace • packaging.

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freight traffic manager-rates, St. Louis, succeeding **G. T. Barry,** retired.

John S. Shannon, general attorney, Roanoke, Va., appointed general solicitor. **Sidney Falkenstein,** assistant to general counsel, named general attorney.

PENNSYLVANIA.—**Henry G. Allyn, Jr.,** regional sales manager, Central Region, Pittsburgh, named assistant vice president—sales, New York, succeeding **V. Henry McLean,** retired after 40 years with the PRR. **Harry H. Ramsay,** sales manager, Pittsburgh district, succeeds Mr. Allyn as regional sales manager, Central Region. **J. A. Brown,** manager, freight rate service, Philadelphia, replaces Mr. Ramsay as sales manager, Pittsburgh.

Wilson T. Hammond, engineer, maintenance of way and structures, Pittsburgh, appointed assistant chief engineer—staff to direct research test and development work, maintenance of way department, succeeding **Charles J. Code,** who retired April 1.

C. E. Leafgreen, assistant superintendent motive power, Indianapolis, Ind., transferred to New York, replacing **Paul M. Maston,** who goes to Cleveland.

PIEDMONT & NORTHERN.—**C. L. Taylor,** treasurer and general auditor, Charlotte, N. C., retired March 31 after 25 years with the P&N.

SANTA FE.—**C. L. Holman** named regional engineer, Los Angeles, succeeding **W. L. Seabridge,** retired.

UNION PACIFIC.—**A. O. Mercer** elected general auditor, Transportation and Land Divisions, Omaha, Neb., succeeding **E. M. Kerrigan,** who retired March 31 after 38 years of service with the UP.

WESTERN MARYLAND.—**Robert H. Grove** appointed supervisor of safety, Hagerstown, Md., succeeding the late **Charles F. Welty.**

OBITUARY

Milton G. Schoch, 77, president, **Railroad Yardmasters of America,** died March 25 in Community Memorial General Hospital, La Grange, Ill.

Frederick E. Sperry, 74, who retired in 1961 as assistant vice president in charge of operations, **Burlington,** and chairman of the road's subsidiary, **Burlington Truck Lines,** died March 29 at his home in La Grange, Ill.

Supply Trade

Wayne Faulkner has been named to the newly established position of director of data processing, **North American Car Corp.** He was formerly associated with **Honeywell, Inc.**

C. Clay Crawford has been elected vice president in charge of operations, **Colorado Fuel & Iron Corp.,** Pueblo, Colo. **Jerome L. Lindberg,** general superintendent, Pueblo Plant, succeeds Mr. Crawford as works manager, Pueblo Plant. **Charles C. Tappero,** superintendent, Wire Mills department, succeeds Mr. Lindberg.

Eugene P. Gray, chief engineer, **Thrall Car Manufacturing Co.,** has been appointed manager of manufacturing services, and **Howard Woodman,** manager of contract engineers, named manager of design engineering.

Henry G. Allyn Jr.
PRR

Harry H. Ramsay
PRR

Wayne Faulkner
North American Car

C. Clay Crawford
CF&I

J. R. Houston appointed St. Louis district sales representative, American Car & Foundry division of **ACF Industries, Inc.,** succeeding **Robert R. Curtis,** recently named New York district sales manager of the division. Mr. Houston formerly was a sales representative for National Castings Co. in St. Louis.

James T. Callaham has been named assistant director of manufacturing, railroad carbuilding plants. **Donald E. Marteeny** succeeds Mr. Callaham as manager, Huntington, W. Va., plant.

George H. Kravetz has been appointed manager—product service, **Westinghouse Air Brake Division, WABCO,** Wilmerding, Pa.

Clarence W. Compher appointed a sales representative, **General Railway Signal Co.,** working out of its western office in Chicago. He joined GRS in 1945 and spent three years in railroad construction, serving as application engineer at the time of his recent appointment.

Ira W. Lichtenfels, systems engineering supervisor, **General Electric Co.,** has been appointed system sales and application engineering specialist at GE's Locomotive and Car Equipment Department, Erie, Pa., with responsibility for transit system products.

The **New York Air Brake Co.** has acquired a product line of electrical variable speed drives from the Electronics Division of **ACF Industries.**

Edwin T. Richards, sales representative, **Standard Railway Equipment Division** of **Stanray Corp.,** has been appointed eastern district sales manager, New York, to succeed **Lucien C. Williams,** named manager **JETWAY division** of the company's **PI Steel Corp.** subsidiary, Los Angeles. **Robert D. Ernest,** manager of traffic and service, **Stanway Products Division,** Hammond, Ind., appointed sales representative, eastern district, Standard Railway Equipment division.

Harry A. Scott, president of the RACO Group, announced that the **Railroad Accessories Corp.** and its Griswold Signal and Transport Products Divisions will be represented in Canada by **Mount Royal Transportation Equipment Ltd.,** Montreal, Que., Canada —**Harvey Vale,** vice president.

John S. Wagner has been appointed assistant vice president, **General Steel Industries, Inc.,** Granite City, Ill., with responsibilities in corporate administration.

The Bioproducts Department, **Dow Chemical Co.** has assigned a vegetation control sales and technical team to eastern and midwestern railroads. **R. L. Warden** is technical coordinator, plant science research and development, and **T. L. Bendall** is sales manager, both at Midland, Mich. Sales personnel are: **Frederick H. Sullivan,** Boston, New England area; **John H. Wallberg,** Camden, Mid-Atlantic states; **F. B. McGowan, Jr.,** Atlanta, southeastern states; **Joseph F. Logan,** Chicago, Minneapolis and midwestern states; and **Harold C. Dilworth,** St. Louis.

Frank R. Postma has been appointed manager, New York Region, **Okonite Co.,** subsidiary of Kennecott Copper Corp., succeeding **Julius G. Derse,** who retires March 31. Mr. Postma formerly was district manager, Detroit sales office.

Formal ground-breaking ceremonies for **Timken Research,** the **Timken Roller Bearing Company's** new $5-million research and development center, were conducted March 2, at the 40-acre tract of land fronting Inter-State Route 77 and Mt. Pleasant Road just southeast of the Akron-Canton Airport.

Kurt H. Kannowski has joined the railroad equipment department, **National Cylinder Gas Division, Chemetron Corp.** and will be in charge of the "Orgotherm" system of aluminothermic railwelding. Mr. Kannowski was formerly employed as a staff metallurgical engineer, research center, **Association of American Railroads.**

C. B. Ramsdell, has been appointed vice president—marketing, **Union Switch & Signal Division of Westinghouse Air Brake Co.,** Pittsburgh, Pa. Mr. Ramsdell joined WABCO in March 1954 as manager—Mass Transit Operation. **L. J. Davis, Jr.,** has been appointed vice president—general sales manager, succeeding the late **C. W. Henricks** (RA, Jan. 25, p. 48). Mr. Davis will report directly to the vice president—marketing and will be responsible for sales and service to railroad, rapid transit, and general industry markets.

Dividends Declared

CAROLINA, CLINCHFIELD & OHIO.—$1.25, quarterly, payable April 19 to holders of record April 9.

GREAT NORTHERN.—75¢, quarterly, payable May 1 to holders of record April 16.

MONON.—Class B, 2-for-1 stock split, subject to stockholders approval April 21.

NORFOLK & WESTERN.—4% Preferred, 25¢, quarterly, payable May 10 to holders of record April 22.

RICHMOND, FREDERICKSBURG & POTOMAC.—common and dividend obligations stock, $1.25, payable April 12 to holders of record April 2.

WABASH.—4½% Preferred, $4.50, annual, payable April 15 to holders of record March 31.

Rails face 'challenge of change'

DEVINE

Railroads, says President Gregory S. DeVine of the Chesapeake & Ohio, must become more customer-sensitive to get on top and stay there in our rapidly changing industrial society.

"Let's get it out of our heads for once and for all that we are in the business of running trains and building track," he told the American Railway Engineering Association in Chicago. "Our business is selling service. We have to do everything we can to attract customers to use it."

• **Science of selling.** Centering his remarks on the theme, "Challenge of Change," DeVine listed several areas in which railroads could benefit through further development. He cited marketing, computerization, planning and continued technological innovation.

"We must make greater use of marketing—the science of selling. Many railroads are organizing their marketing services along the lines of their customers. Just as a manufacturer has a manager to supervise the making and selling of each major product, so railroads can profit by putting concentrated attention on specific commodities they transport—a product line manager for iron and steel traffic, for example. If we assign special equipment to a product service, why not get smarter and assign special men and talent too?"

DeVine called the rapidly-growing field of cybernetics "an opportunity literally begging for full exploitation. Computers are already doing yeoman duty for railroads, like keeping payrolls and tracing cars. However, their great, and largely untapped, potential lies in their ability to provide vital information, up-to-date and in volume, on which management may base quick and successful business decisions. We need to develop this potential even faster."

• **Importance of planning.** Railroads, DeVine told the engineers, are especially challenged by change to expand their planning. He described his own experience in this area:

"Like many another railroad, C&O and B&O are putting extra stress on this element. We have set up a joint planning department under the direction of its own vice president and a planning board. This is no ivory tower group. It is a good balance of theorists and experienced operating and engineering people. They work as a team on a variety of projects, some short-range and others long-range enough to be in the blue sky department. We expect the department's work to begin paying off this year in terms of millions of dollars, through economies as well as an improved ability to do a job of transportation."

• **Finding a better way.** DeVine described planning as "the route by which we find the better way." He said the better way is almost always the low-cost way.

Although railroads have recently improved their total net income, it is his opinion that they still have a long way to go before real profitability.

"Cost reduction, combined with traffic expansion, is the answer," he emphasized. "In our planning we cannot afford to overlook the most valuable ingredient for success—human talent, ingenuity and enthusiasm."

Railroad engineering people can aid the salesmen, marketing experts and other transportation specialists by providing the kind of railroad plant that the new world of change will require, he told the AREA members.

"Pretty soon our customers are going to begin asking for some special orders in innovation. You engineers are going to have to fill those orders . . . orders for innovations like these:

"—a high-speed roadway that is failure-proof and can be maintained at low cost.

"—an end at last to the nuisance of terminal delays. Time is money. A 100-mile-per-hour freight service is no good to your salesmen if it is cancelled out by a one-mile-an-hour classification system."

Additionally, he said that shippers want cars that are cheap to build, cheap to maintain, offer perfect protection and can be used in various types of service.

"Five years ago, if these things had been asked for, engineers might well have said, why don't you ask for the moon," he commented. "Today, the moon is within man's reach, and nothing looks impossible anymore." ■

SLAB

The finest insulating material can be purchased in slab stock.

CPR Rigid Urethane Foam is available in sizes of 48" x 96" and in thicknesses from ½" to 26" and may be shaped easily with ordinary hand tools. This light, efficient material will not shrink or settle, is non-burning (Per ASTM D-1692-59T), rot-resistant, and does not attract fungi, termites or rodents.

CPR Foam can also be poured-in-place, sprayed on, or frothed-in-place. It is now being used for insulation in all types of industry: commercial refrigeration • transportation • buildings • home appliances • marine • automotive • aerospace • packaging.

Before you write specifications for your next project, contact us for more information on this most functional insulating material.

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SPECIALISTS
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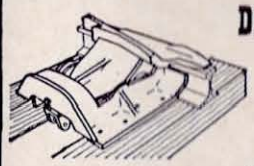
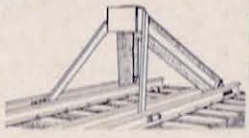
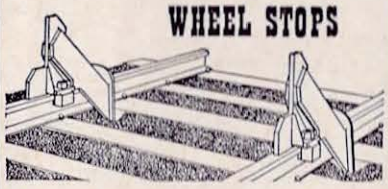

DERAILS


BUMPING POSTS


WHEEL STOPS

Write on letterhead for catalog and prices.

—Hayes—
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RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

VISION FROM THE CABOOSE—A railroader of long experience has shared with me his worries about the adequacy of the caboose as an observation post—with the advent of these high-cube cars. With one of these cars just ahead of the caboose, he wonders if the crew can see much, if anything, of their train—whether the caboose has a cupola or side bays.

I'd guess that there are not, yet, enough of these cars around to require placing them, often, right next to the caboose. The railroads have, all along, had cars big enough to obstruct vision, if they should happen to get spotted just ahead of the caboose. The caboose was not designed (nor could it be) to give a view of all of a train at all times. It has always been a case of "now you see it and now you don't"—and, still, the lookout, spotty as it necessarily is, has been sufficiently effective to let an alert crew discover what is going on.

And, of course, the size of cars offers no obstacle to the sense of smell—always one of the principal means of detecting hotboxes.

AS OTHERS SEE US—The Railway Gazette (London) recently shed a few sympathetic tears over the decline in passenger traffic on U.S. railroads. It is inclined to question the policy of running long-haul luxury trains, with a ratio of employees to passengers of, say, up to 35%. It suggests that our trains are overmanned and wasteful of space; that rail travel in this country is too expensive; and that schedules are not frequent enough. We are told that European railways have demonstrated that "there is a firm market for rail travel in the range of 100 to 500 miles between large cities."

It used to be said that the tariff (on imports) was a local issue, viewpoints differing from place to place; and that is the way the railroad passenger business looks to me—a situation that differs widely from railroad to railroad. There is no one prescription that is going to work with equal satisfaction everywhere. Meantime, have our European friends compared the "user charges" motorists have to pay in Europe, with those levied on this side of the big water?

WHO'S SUBSIDIZING WHOM?—Suppose I am riding in a train and the conductor is collecting tickets and fares. Suppose the passenger sitting next to me has only $2 while his fare is $3, and I give him a dollar to make up the difference. The question is: Am I subsidizing the railroad, or am I subsidizing the passenger?

A situation akin to this exists in New Jersey, where the state is putting up some of the money (but not enough) to meet the difference between what it costs the railroads to haul people and what the people pay the railroads directly. And the state prefers to do this, if necessary to keep people on the trains, because, if they forsake the trains, the expense of building new highways to handle all the extra traffic that would result would cost more than the state is paying toward the cost of keeping people on the trains.

The fact is that such reasoning as this, while accurate enough, is pretty fine-spun, and not likely to be impressive in a public debate. People who travel by highway are being heavily subsidized (mostly by Uncle Sam) and this condition makes it difficult to keep people on the trains without a similar inducement. The simple and honest solution would be to take the subsidy away from highway travel—but who knows how that can be done, as a practical matter?

TROLLEY CAR GAUGES—On the matter of differences in gauge between standard railroads and street-car lines, Donald Duke of San Marino, Calif., has dug into the subject and advises the difference was often decreed by local authorities to prevent electric lines from getting into the freight and interchange business. The trolley's gauge in Pittsburgh is 5 ft 2½ in., while Denver, Salt Lake and Los Angeles favored 3 ft 6 in., as did Portland, Ore.

E. J. Van Nordeck of the "Orange Empire Trolley Museum" at Perris, Calif., has a lot of electric railway rolling stock on display. He tells me that Philadelphia's trolley gauge was 5 ft 2¼ in.; that Baltimore went to 5 ft 4½ in., Toronto to 4 ft 10⅞ in., St. Louis to 4 ft 10 in. In Pueblo and San Antonio the gauge was 4 ft. Enough variety certainly but, since interchange was not wanted, there was no resulting inconvenience.

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Mar. 27 totaled 541,399 cars, the Association of American Railroads announced on April 1. This was a decrease of 9,541 cars, or 1.7% below the previous week; an increase of 20,872 cars, or 4.0% above the corresponding week last year; and a decrease of 17,214 cars, or 3.1% below the equivalent 1963 week. Ton-miles generated by carloadings in the week ended Mar. 27 are estimated at 13.3 billion, an increase of 7.7% above the corresponding week of 1964, and 8.3% above the 1963 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Mar. 27

District	1965	1964	1963
Eastern, including Allegheny and Pocahontas ..	229,371	213,736	230,104
Southern	110,492	111,856	117,428
Total Eastern and Southern Districts	339,863	325,592	347,532
Northwestern .	57,982	54,036	59,854
Central Western	107,219	104,881	111,280
Southwestern .	36,335	36,018	39,947
Total Western Districts	201,536	194,935	211,081
Total All Roads	541,399	520,527	558,613
Commodities:			
Grain and Grain products	48,811	43,501	53,781
Livestock	1,823	2,243	3,314
Coal	99,832	103,105	105,693
Coke	9,099	7,365	8,214
Forest Products	37,006	37,517	36,333
Ore	21,932	16,842	16,319
Merchandise l.c.l.	10,085	13,383	19,004
Miscellaneous .	312,811	296,571	315,955
Mar. 27	541,399	520,527	558,613
Mar. 20	550,940	530,178	534,998
Mar. 13	555,740	515,267	517,209
Mar. 6	537,356	511,672	517,757
Feb. 27	511,296	523,907	532,817
Cumulative total, 13 weeks ...	6,830,719	6,714,546	6,599,112
Estimated revenue ton-miles (billions) 13 weeks ...	167.4	158.5	144.4

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Mar. 20 totaled 20,271 cars, compared with 16,946 for the corresponding 1964 week. Loadings for 1965 up to Mar. 20 totaled 218,437 cars, compared with 189,415 for the corresponding period of 1964.

IN CANADA.—Carloadings for the seven-day period ended March 14 totaled 70,674 cars, compared with 70,253 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
March 14, 1965 ..	70,674	26,352
March 14, 1964 ..	69,033	27,171
Cumulative Totals		
March 14, 1965 ..	696,349	246,437
March 14, 1964 ..	721,139	267,409

FREIGHT-TRAIN CARS

► *Chicago & Eastern Illinois.*—Will acquire 200 100-ton, 4,000-cu-ft-capacity open-top hopper cars; 100 70-ton, 52½-ft gondolas; 25 100-ton, 52½-ft covered gondolas equipped with cushion underframe; 25 100-ton, 65½-ft mill gondolas, and 10 60-ft box cars equipped with damage-prevention devices.

► *Union Pacific.*—Ordered 53 90-ton, 60-ft auto-parts box cars from Pullman-Standard. Cars will be equipped with cushion underframe and roller-bearing trucks. Deliveries are scheduled to begin in July.

PIGGYBACK

► *Pacific Fruit Express.*—Will acquire 1,000 40-ft, mechanically refrigerated trailers and 500 89-ft piggyback flat cars. When delivery of the new orders is completed in mid-summer, PFE's piggyback fleet will include 2,046 refrigerated trailers and approximately 1,000 flat cars.

► *Trailer Train.*—Ordered 448 standard level flat cars from Bethlehem Steel, and 138 low level flat cars from ACF. Trailer Train has purchased 2,057 cars thus far this year.

LOCOMOTIVES

► *Belt Railway of Chicago.*—Ordered three 2,400-hp Century 424 diesel-electric locomotives from Alco at a cost of $550,000. Delivery will be in April.

► *Soo Line.*—Ordered six 2,500-hp GP-35 locomotives from EMD for May delivery.

NEW FACILITIES

► *Canadian Pacific.*—Major 1965 construction projects will involve expenditure of approximately $5,530,000. Three major CTC installations, on the Schreiber Division in Ontario, near Brandon, Man., and near Field, B.C., account for $4.2 million of the total. CP will also improve yard facilities at Montreal ($415,000); build additional TOFC facilities at Grovehill, Que. ($335,000); move into the second year of a program to improve shore-ship ore-handling facilities at Turner, Ont. ($300,000); and construct additional trackage at Vancouver, B.C. ($280,000).

► *Union Pacific.*—Purchased 17 hotbox detectors from Servo Corp.

FOREIGN

► *India.*—Will purchase 21 broad-gauge diesel-electric switching locomotives from U.S. suppliers with the proceeds of a $3.8-million Agency for International Development loan.

► *Venezuela.*—A $155-million subway will be built in Caracas in time for that city's forthcoming quadricentennial celebration. First section, according to the Minister of Public Works, will be from Catia, in the western part of the city, to the downtown area. Other lines will radiate from the center of the city to the suburbs.

YOU OUGHT TO KNOW

Piggyback to Puerto Rico: The Pennsylvania will team up with Sea-Land Service, Inc., to offer piggyback service between Puerto Rico and the U.S. Regular and open-top trailers will be provided, and refrigerated service will be offered as required. A joint announcement of the new service came from Wendell C. Allen, general manager of PRR's TrucTrain Service, and J. A. Kelly, assistant general manager, operations, Sea-Land.

Fireman of the year: The Brotherhood of Locomotive Firemen and Enginemen's "Locomotive Fireman of the Year" award for 1964 was won by a Canadian Pacific fireman—Glen C. Nagle. He was cited for saving the lives of two boys—Douglas Campbell, 6, and Bobby Oster, 5—who were on a trestle over which his train was passing near Toronto. Presentation of the award trophy and the $500 money award were made by Sen. Ralph Yarborough (D.-Tex.) and BLF&E President H. E. Gilbert at a Mar. 24 dinner in Washington.

To nationalize or not to . . . : Right hand and left hand may not be on shaking terms at the Railway Labor Executives' Association—judging, at least, from RLEA's drumming up of outside support for nationalization of the railroads. In January, the association (with considerable fanfare) said it supported government take-over and would probably propose suitable legislation in February. In February, RLEA members got together again and backed a good distance away from nationalization. Then, in March, RLEA circulated a press release saying that the president of the National Farmers' Union is "on record in support of public ownership of the railroads."

Dining-car awards: The Public Health Service will award Special Citations to 12 railroads for maintaining a high standard of sanitation aboard dining cars and bar cars in 1964. Three other roads, operating fewer than six dining cars each, will receive Letters of Commendation. Special Citations will go to the Santa Fe; Chicago & North Western; Milwaukee; Rock Island; Erie-Lackawanna; Fort Worth & Denver; Great Northern; Illinois Central; Long Island; New York Central; Northern Pacific; and Frisco. Letters of Commendation will be presented to the Norfolk & Western; Spokane, Portland & Seattle; and Western Pacific.

New transport consultants: Herbert O. Whitten & Associates, a firm that will offer a broad range of services to transportation, distribution and public utilities interests, has been established in Washington, D.C. Whitten was founder and first president of the Transportation Research Forum.

Heavy car spending by NYC: New York Central is in a car-buying, car-rebuilding mood this year. President Alfred E. Perlman said the road's 1965 freight car program will cost some $105 million. The figure is for both new cars and rebuilt equipment.

Homes away from home: The Pennsylvania is converting 325 former sleeping cars into modern camp cars with sleeping, kitchen, dining and recreation quarters. The cars will be used by track maintenance forces working on major projects away from home. The air-cooled cars will berth 20 men each.

Sign of Spring: As is its custom every year, the Long Island will let communities along the line choose the colors for repainting jobs on local stations. Nine towns will get to make their choices this years as part of LI's 1965 station painting program. Eight years ago the road stopped painting its stations a standard cream and green and gave the color choice over to mayors, chambers of commerce, garden clubs and civic groups.

Truck tonnage: Intercity truck tonnage in the week ended Mar. 20 was 2.4% below the previous week, and 8.1% above the volume for the corresponding week of 1964, according to American Trucking Associations.

Current statistics

Net income	
12 mos., 1964	$699,000,000
12 mos., 1963	651,000,000
Carloadings, revenue freight	
13 wks., 1965	6,830,719
13 wks., 1964	6,714,546
Freight cars on order	
March 1, 1965	34,909
March 1, 1964	35,760
Freight cars delivered	
2 mos., 1965	12,721
2 mos., 1964	10,720
Serviceable cars	
March 1, 1965	1,406,712
March 1, 1964	1,411,426

Parkes retires as RPI head

PARKES

Holcombe Parkes, president of the Railway Progress Institute, retired March 31.

Parkes' career with RPI spanned the entire life of the national organization of railway equipment and supply manufacturers. He was named RPI president when the organization was formed in 1955, and has since headed up the organization's work in many areas of vital importance to the rail industry's suppliers.

In his long career Parkes had been honored by the American Railway Magazine Editors Association, the Railroad Public Relations Association, the Norfolk & Western Veterans Associations, the International Railway Association, the Public Relations Seminar, and the Association of Railway Advertising Managers.

Parkes was born at Mt. Vernon, Ill., and educated at the University of Illinois. During World War I, he served in both the French and the U. S. armies.

Prior to coming to RPI, Parkes had served in a series of top posts with various companies and associations. He came to RPI from the Benton & Bowles advertising agency where he was vice president and director of public relations. Before that he was executive vice president of the Apex Film Corp., vice president of the National Association of Manufacturers, assistant to the president of the Southern Railway System, associate director of public relations for the Association of American Railroads, and editor, advertising and publicity director for the Norfolk & Western.

Parkes began his career as wire editor and bureau manager for the Associated Press. He went to Railway Age as associate editor, prior to entering N&W service.

Parkes has established a communications counseling service at Michigan City, Ind.

His successor as president of the Railway Progress Institute had not been announced late last week. ■

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Mergers: Western roads spar

Penn-Central made the big noise in the railroad merger movement last week—but last week wasn't exactly a normal one. And, had it not been for the timing of the examiners' favorable report on the big eastern consolidation (see p. 15), any one of a trio of events in the West might have been the topper:

—The price was set for Southern Pacific to buy from Union Pacific the Rock Island lines south and southwest of Kansas City. The tag: $120 million.

—Illinois Central renewed its battle to keep Chicago & Eastern Illinois out of the hands of Missouri Pacific.

—Little (comparatively) Monon took on Chesapeake & Ohio in a fight which, essentially, is for control of Chicago South Shore & South Bend.

• **UP-SP: No surprise.** The UP-SP agreement on sale of Rock Island properties was no particular surprise. Such a deal figured in the original Union Pacific plan for consolidation with RI. But the announcement apparently did touch off—among some analysts—speculation as to whether Rock Island might have done better by splitting itself in half and handling its own sale. And it seemed pretty certain to bring new recruits into the forces fighting Union Pacific-Rock Island merger.

A number of midwestern roads—most notably Chicago & North Western, which also wants control of RI—are opposing the merger. Now, with SP's role firmed up, a number of observers see southwestern roads taking a more active part in the UP-RI affair. Both transactions—the UP merger and sale of Rock Island properties to SP—will require ICC approval.

If the ICC finally approves the merger and sale, about 3,500 miles of Rock Island would become part of SP. This is about half of RI's present mainline, more than one-third of its branchline mileage—and the part of the system that has accounted for approximately 70% of annual earnings.

UP-RI-SP was the big story in the West—but hassling involving a couple of smaller roads was generating just as much controversy.

• **IC files a protest.** The ICC's approval of MoPac control of C&EI provoked several expressions of opposition in the Midwest last month—and Illinois Central made the first move to bring the dispute into the active stage again.

IC, which also wanted C&EI, is asking the Commission to reconsider its decision and to stay its order while the petition for reconsideration is under study.

'Incredible' report

Illinois Central attorneys take out after the MP-C&EI tie-up on several grounds. They charge arbitrary action on the part of the ICC and term the report "incredible." In particular, IC protests approval of MP control in the face of what it terms "deliberate, flagrant violation of the law prohibiting acquisition of control without prior Commission approval."

IC also objects to that part of the ICC decision calling for negotiations between MP and Louisville & Nashville which could lead to L&N's getting an entry into Chicago over lines now operated by C&EI.

• **Monon vs C&O.** For about two years now, Monon has been on the trail of Chicago South Shore & South Bend. Monon itself holds about 20% of CSS&SB stock. Friendly interests are said to have another 20%. But while Monon has been trying to get representation on the South Shore board—unsuccessfully—Chesapeake & Ohio has apparently been buying stock. Result: C&O has a petition before the ICC seeking control of CSS&SB. C&O is reported to have more than 30% of South Shore stock—and its control bid has the South Shore board's blessing.

All this stock-buying doesn't leave much CSS&SB stock lying around loose—but C&O is offering $42.50 per share for all outstanding. And Monon is calling for an investigation of C&O's purchases.

Monon, in a telegram to ICC Chairman Charles A. Webb, charges that C&O "secretly and without advising the Commission . . . did purchase more than 100,000 shares of South Shore stock" at a time when Monon itself was barred from buying because of proceedings against Monon instituted by CSS&SB.

• **On to the ICC.** Chesapeake & Ohio and South Shore cite a number of benefits which would result from their consolidation—but Monon is telling the ICC that it "will be damaged by the control of South Shore now effected or immediately being effected by C&O." Monon's plea to the ICC: Start an inquiry and "issue such order or take such other action . . . as may seem necessary to prevent violation of the Interstate Commerce Act."

On the surface, CSS&SB doesn't look that good—as an electrified road that gets half its revenues from passengers, as a road whose net income has been declining. One of the big attractions: South Shore has its own industrial-development potential and, perhaps most important, touches an area of northern Indiana which shapes up as the next big boom area in steel production. ■

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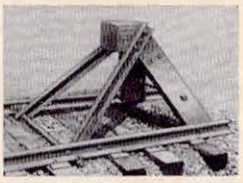

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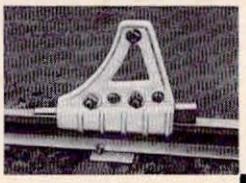

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Spotlight on Roads Bureau

Federal highway money is to be withheld, after July 1, from cities that plan highways without regard to other urban needs.

Beginning in July of this year, the law says that no more federal aid is to be handed out for superhighway construction in urban areas, unless the Secretary of Commerce finds that these projects "are based on a continuing comprehensive transportation planning process carried on cooperatively by the states and local communities."

In other words: No more easy federal aid for highway construction in urban areas after July 1, unless these areas are, by that time, engaged in planning; and are taking into account all transportation facilities and other community concerns—not highways alone. The rules for these planning studies have been drawn up by the federal Bureau of Public Roads—which, until now, has concerned itself only with highways and the interests of highway users. If it can now expand its frame of reference to the broad public interest; if it will serve that interest with the same degree of dedication that, so far, it has concentrated on advancing the narrow interests of highway users—then perhaps the nation will, finally, witness the intrusion of some logic and fairness into the federal government's dealing with transportation.

It is certainly not impossible that the Bureau of Public Roads may achieve this radical reorientation in its point of view. There have been lawyers, highly successful as defense attorneys in criminal cases, who have, upon appointment to the bench, become outstanding judges. But the transition from advocacy to impartiality is not an easy one—hence the greater honor if it is successfully attained.

Chairman Ben Heineman of the C&NW, in a speech reported a couple of weeks ago, said that Chicago's commuter railroads were fortunate that they had modernized their services at the same time the city's expressways were built. But, he added: "I don't believe we'll be able to do this twice. We need unified planning, taking into account all forms of transportation—highways, railroads and transit authority—or we'll all be in trouble."

It is this kind of comprehensive planning that the words of the law will require, come July. Effective enforcement of the law will probably come about to the extent that responsible citizens become alert to what the planning bodies in their own communities are doing. The magazine "Consumer Reports" in its February, March and April issues has published a series of articles on the nationwide problem of "getting to work and back." These articles are unusually comprehensive and unbiased, and might well serve to guide citizens' groups who are concerned with these questions—which affect the welfare (possibly even the continued existence) of every city of any size in the country. The publication suggests to its readers that they interest themselves in who represents their community on the local planning board. Is he impartial, or does he have a personal ax to grind?

Many planners in control of urban planning projects, the magazine warns, were trained in engineering schools oriented toward highway building. Many are former employees of highway planning departments—hence are more familiar with expressways than other possible alternatives, especially rail transit. These officials will bear watching.

All railroads are interested in the continued economic health and growth of the areas they serve; and a community's economic future is inextricably involved in how successful it is in enabling people to travel and do business economically and conveniently in its area. Business concerns have never in history been as mobile and nomadic as they are today. What was a peaceful farm on the outskirts of a city may, all of a sudden, become the site of a plant with thousands of employees.

Keeping an eye on the planners

Industrial nomadism can mean a boon or a blight to a particular railroad—depending on whether the new plants are coming its way, or are forsaking it. The situation is critical for many railroads, because they already have heavy "sunk" investments in their present locations, and they cannot move their facilities and operations to other territories, just because they might like to. Railroad leaders are fully awake to this situation. No industry could be more loyal to the communities it serves than its railroads are—nor with better reason.

But no community in the country is immune to the bad effects of the prevailing chaos in urban transportation. It is not the duty of railroads or of railroadmen to solve this problem for the cities —even though, in the largest places, some railroads may contribute directly to some part of the solution. But, as influential citizens who know transportation, railroadmen are strategically placed to advise and to promote wise transportation planning in their own localities.

Is the Bureau of Public Roads now about to make a significant contribution to orderly planning for urban transportation—as the law requires? We shall just have to wait and see.

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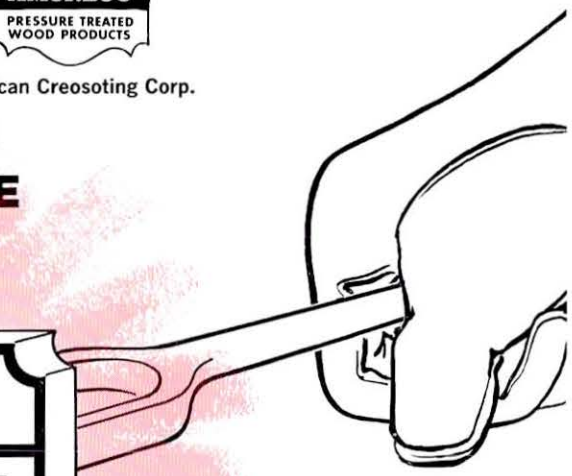

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